

ALL-NEW S-351 POWERED
WIN A '94 SALEEN

Reference Guide:
DECODE YOUR MUSTANG!

CELEBRATE: 428 SCJ MACH

JULY 1994 U.S. \$3.25 CAN \$3.95

Mustang **& FORDS**



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- FORD RETROSPECTIVE
- CONCOURS FEATURES
- SPECS & SECRETS
- SHINODA INTERVIEW
- BOSS 429 FOR THE STREET



PLUS!

Wild Swaps

- 351W Ranger
- Modern 302 in '66



FEATURE PRODUCTS

©1994 AUTOSALES, INC.

NOS Nitrous Oxide System for Ford 5.0L

Here's the way to get 100 instant horsepower. Includes a 10 lb. filled bottle with high flow valve, solenoids, nozzles, 14' of feed line, installation hardware, complete instructions and tuning tips.

NOS-05115* System for 1985-up Mustang.....\$388.95

NOS-0015 Upgrade Kit, includes high pressure fuel pump, larger jets and installation hardware.....\$218.69

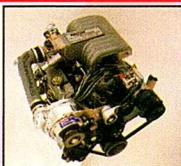
NOS-15833 Smog Legal Upgrade Kit.....\$141.69



*This system carries CARB E.O. #D-266 for use in California. Also carries a \$5.00 UPS hazardous materials charge.

Paxton Superchargers

If you're looking for a major boost in horsepower, a Paxton is what you're looking for. The belt driven design spools the impeller up for near instant throttle response. Installs without major modification and the blower uses a self contained lubrication system. Comes complete with blower unit, belts, hoses, brackets, hardware and instructions.



5.0L Mustang		
PAX-10018	1986-91 EFI	\$2449.00
PAX-1000700	1984-85 carbureted	\$2429.00
Ford Truck		
PAX-1001900	1986-1/2 302/351W, F-150, Bronco	\$2489.00
PAX-1001901	1988-up 302/351W, F-150, Bronco	\$2489.00

CAMSHAFT & ACCES.



Hi-Performance Intake Combo

- Holley 4 BBL. Carburetor
- Aluminum Manifold
- 14" Chrome Air Cleaner
- Necessary Gaskets



	WEIAND	OFFY	EDELBRICK
Sm. Ford 289-302.....	\$278.95	\$319.95	\$304.95
Ford 351C 2 bbl.....	\$338.95		
Ford 351C 4 bbl.....		\$334.95	\$323.95
Ford 351M-400M.....	\$322.95		\$329.95
Ford 351W.....		\$334.95	\$319.95

Combo not available for Ford with automatic transmission
HOLLEY 600 CFM Vacuum Secondaries Standard
HOLLEY 750 CFM Vacuum Secondaries - \$20.00 Extra



MOTORSPORT Ford Motorsport Camshafts

289/302—Hydraulic
Duration: 280 Int./290 Exh.
Valve lift: .448 Int./472 Exh.
FMS-M6250A311 \$78.95

289/302—Hydraulic
Duration: 290 Int./300 Exh.
Valve lift: .472 Int./496 Exh.
FMS-M6250A312 \$78.95



Summit Racing Cam Kits

	Duration		Lift		
	In.	Ex.	In.	Ex.	
Ford 221-302	262°	272°	448	472	\$82.95
SUM-K3600	276°	286°	471	471	\$82.95
SUM-K3602	292°	302°	520	544	\$82.95
Ford 351W, 1982-85 302 H.O.	262°	272°	448	472	\$82.95
SUM-K4400	262°	272°	448	472	\$82.95
Ford 351C, 351M, 400	262°	272°	448	510	\$87.95
SUM-K5200	262°	272°	448	510	\$87.95

Summit True Roller Timing Chains

Application	Standard		True Roller
	In.	Ex.	
Small Ford	\$24.95	\$42.95	
1980-84 Ford 5.0L, 351W	\$24.95	\$42.95	
1984-87 Ford 5.0L, 351W	\$24.95	\$42.95	



EXHAUST



Street Flowmaster Mufflers

Mustang/Capri	
FLO-42443	1980-up, 12" Long.....\$48.95
FLO-42453	1986-up, 15" Long.....\$51.50
Turbo-Style—Universal Applications	
FLO-42451	Offset inlet, center outlet, 2 1/4", 16" long \$51.50
FLO-42551	Offset inlet, center outlet, 2 1/2", 16" long \$51.50
FLO-42553	Offset inlet/outlet, 2 1/2", 16" long \$51.50
Flowmaster Force II System	
FLO-17103	1986-up LX 5.0L.....\$258.95
FLO-17106	1987-up GT 5.0L.....\$258.95

Hooker "Equal Length" Shortie Style Headers for 5.0L Mustang

Designed to allow the exhaust pulses to escape individually without stacking in the collector. Made from free-flowing 1 5/8" diameter, 16 gauge tubing and a heat-resistant silicone coating. Designed to bolt directly to the stock exhaust in 1986-92 Mustangs. Will also fit 1979-85 Mustangs and Capris if the later model exhaust and transmission crossmember is utilized.

HOK-6128.....\$197.95



AIR & FUEL



Performer™ Manifold and Performer Plus Camshaft Package

	Manifold	Cam Kit
Ford 289-302.....	\$122.25	\$119.75
Ford 351W (Not Boss).....	\$140.95	\$124.75
Ford 351M-400.....	\$152.95	\$129.95
Ford 429/460 (Not CJ).....	\$148.95	\$119.95
Ford 332-428.....	\$205.95	\$127.75

Cam Kit includes: cam, lifters and lube.



Edelbrock Torker & Torker II Manifolds

EDL-5021 Torker II, small Ford.....\$144.50

EDL-2760 Torker, 351C.....\$188.95



Weiland Stealth Manifolds

A horsepower producer from idle through 7,000 rpm.

WND-8012 Ford 429/460.....\$167.95

WND-8023 Ford 351W.....\$191.95

ASP Underdrive Pulley Sets

These ASP pulleys can give you up to 15 extra horsepower—for about 30 minutes work! High grade carbon steel, mounting hardware included

ASP-001-2.5 Ford 5.0L for street, includes crank, water pump and 2 1/2 under alternator pulleys.....\$72.75

ASP-001R-2.5 Ford 5.0L for racing, includes crank, water pump, and 2 1/2 under alternator pulleys.....\$87.99

TRANS & REAR END



Hurst Competition Plus Shifter

Fits late model Borg Warner T-4 or T-5 manual transmissions. Features shorter, firmer throws, adjustable positive stops and heat treated aluminum stick.

HUU-3910030 1983-92 Mustang w/console.....\$117.95

HUU-3910031 1983-87 Thunderbird.....\$117.95

Hurst Competition Plus Four Speed Shifter

A tough, race-proven four speed shifter that fits in any console. Chrome plated stick, installation hardware and linkage included

Competition Plus Shifter.....\$173.95



Richmond Gear Ford 8.8" Ring and Pinion Gear Sets

RMG-4901031	3.55 ratio	\$195.95
RMG-4901041	3.73 ratio	\$195.95
RMG-6903101	4.10 ratio	\$171.95
RMG-6903121	4.56 ratio	\$171.95

*Requires Cross Pin, RMG-8002731



AIR & FUEL



Trick flow Cylinder Heads

64 bolt-on horses for your small block Ford. Fits 289, 302 and 351 Windsor engines.

TFS-A60000 60cc bare casting.....\$1375.00

TFS-A60194 60cc asmbld. w/1.94 valves.....\$1775.00

TFS-A60202 60cc asmbld. w/2.02 valves.....\$1775.00

TFS-A69000 69cc bare casting.....\$1295.00

TFS-A69194 69cc asmbld. w/1.94 valves.....\$1695.00

TFS-A69202 60cc asmbld. w/2.02 valves.....\$1695.00

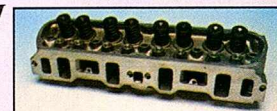


Dart II Cast Iron Cylinder Heads

for 289-302-351W

Sold in pairs

DRT-5302B	Bare casting	\$639.00
DRT-5302A	Assembled	\$939.00



Carter Carburetors

Manual Choke

CRT-9503 500 cfm \$189.75

CRT-9577 750 cfm \$218.99

Electric Choke

CRT-9504 500 cfm \$214.75

CRT-9637 625 cfm \$224.75



Carter Electric Fuel Pumps

CRT-P4070

5 psi street.....\$41.95

CRT-P4594

7 psi street/strip.....\$41.95



Holley Carburetors

New, Not Rebuilt!

Model 2300 2 Barrel

500 cfm.....\$149.50

Model 4160 4 Barrel

600 cfm.....\$157.95

750 cfm.....\$169.50

Model 4150 4 Barrel

600 cfm.....\$219.50

650 cfm.....\$239.50

700 cfm.....\$254.50

750 cfm.....\$274.50

800 cfm.....\$309.50

850 cfm.....\$344.50

Holley Trick Kits

Starting At.....\$28.75



Holley Pro-Jection Fuel Injection Systems

HLV-502-2

Sm. Ford.....\$538.95



Holley Mechanical Fuel Pumps

Street 110 gph.....\$52.95

Strip 130 gph.....\$58.95

Chrome 60 gph.....\$46.50



Holley Electric Fuel Pumps

Street HLY-12-801.....\$55.50

Strip HLY-12-802.....\$74.50





COVER SECTION

BOSS RETROSPECTIVE: 429, 302, 351

Without Larry Shinoda, there never would have been a Boss series

17

THOROUGHbred RESTORATION

In the world of Mustang restorations, there is no higher calling

24

PUREbred PRIDE

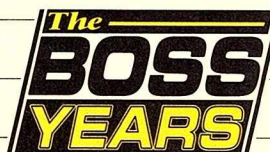
Take a look at one of the finest Boss 351s ever restored

32

MECHANIC'S CHOICE

Ford's Boss 429 powerhouse takes on the street

40



FEATURES

PRIDE OF ONE-OWNERSHIP

For 28 years, this has been the one and only one

64

FLASHBACK

Thunder rolls in North Georgia—Jacky Jones' '69 SCJ Mach 1

72

JET-SETTER

Solid black is solid gold in a '66 drop top

80

TECH

SPRING FEVER

Turn over a new leaf in your early Ford

44

THE SALEEN FACTOR

If you were impressed with the '94 Mustang Cobra, check this out

48

WAKE-UP CALL

Ford's 351 Lightning motor strikes a Ranger truck

56

C6 SALUTE

Building the brawny Ford automatic

68

DECODE YOUR MUSTANG

All kinds of shortcuts to Mustang insight

84

FROM 5.0 TO 5.8

Tips and tricks for installing a 351W in a pre-'86 carbureted 'Stang

88

DEPARTMENTS

EDITORIAL	We're here to serve you, the enthusiast	6
MAILBOX	Open Ford forum	8
FORD NEWS	News and views	10
PARTS COUNTER	New parts for more power	12
ON THE MARKET	What's mine worth?	14
PERFORMANCE HOTLINE	Technical Q&A	92
RARE FINDS	A Boss 429 Cougar is found	94
GLORY DAYS	Dan Gurney on the silver screen in 1966	96
READERS' ROUNDUP	Your Ford forum	98
BRIGHTER IDEA	Better ideas for you and your Ford	100
CODE CRACKING	Deciphering your data	102
RESTO SHOP	Restoration products	104
CALENDAR	Events this spring & summer	106
AD INDEX	Readers' reference	109

ON THE COVER

Jacky Jones' '69 SCJ Mach 1 thunders out of North Georgia. Randy Lorentzen captured this Candyapple Red beauty. Ed Hockaday takes the Thoroughbred approach with his pristine '70 Boss 302. Scott Dahlquist shot the Boss, per se.

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BRANDA Mustang & Shelby

PARTS & ACCESSORIES

67-68 Mustang Fiberglass Hood



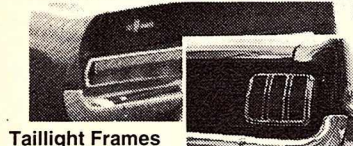
with 67 Shelby hood scoop & louvers on either side. Super quality, will fit without modifications to front end.\$335
Same as above, but without louvers.\$275
Hoods shipped truck freight collect.



Reproduction Bumpers

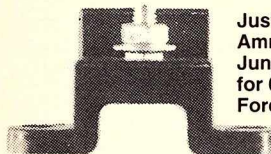
Exact and super quality

1965 - 1968 Fronts or Rears\$79.95 ea.
1969 - 70 Fronts or Rears\$84.95 ea.



Taillight Frames

65-66 Mustang/Shelby Chrome.....\$15.00 each
67 Shelby Aluminum, hardware included.\$79.95 pr.
68-69-70 Shelby Chrome.....\$102.95 pr.



Just Arrived! Ammeter Junction Block for 67-70 Ford "Shelby", Concours Quality

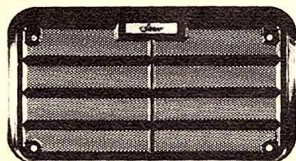
For Shelby add-on gauges C5VB-14448-A (mounts RH inner front fender wall. Has correct bakelite finish, includes hardware\$34.95 ea.

CALL NOW! They're here! MUSTANG Series II Trading Cards 30th Anniversary Edition, 1964-1994. Complete sets (100 Card Set)\$19.95 set



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Cobra Champion has CS logo on front with Cobra, Cobra, Cobra all the way down the back. Small, Med., Large or X-large.\$9.95 ea.
GT 350 or GT 500 Shelby American T-shirts White with blue stripes and lettering on both sides. Small, med, large or X large.\$9.95 ea.



NEW! Deluxe Stereo Door Speaker Grills for 69-70 Mustang Shelby. Made of durable plastic with correct stereo decal. Exact size, black\$54.95 pr.

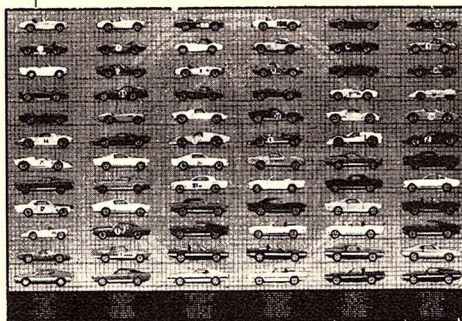


SPECIAL!!

We've reduced our price on Magnum 500 Wheels.

Save like never before. New chromed center sections with new highly chromed rims. Show quality 14x7" or 15x7" set/4-\$499.95 (15x8" slightly higher price)

Magnum 500 Chrome Wheel Cap (NOS FORD) ..\$38.50 ea.
Magnum 500 Chrome Wheel Cap (repro) set of 4\$75.00
Magnum 500 Lug Nuts, Chrome\$2.75 ea.

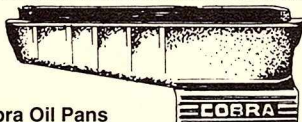


NEW color Shelby "Decade" Poster

Produced for the Shelby American Auto Club. Depicts every car Carroll Shelby produced from 62-71. Includes Cobras, GT-40s, Daytona Coupes, plus 65-70 Shelby GT350 and 500s. 24"x 36" printed on acid free 100lb. cover stock paper. Limited Quantity.\$20 each

Cobra Aluminum Valve Covers

Black crinkle finish covers fit 260-289-302-351W engines.\$98.95 pr



Cobra Oil Pans

221-260-289-302 alum. 7 1/2 qt. Cobra lettered "T" pan (repro.) originally used on 65-66 GT350\$299.95

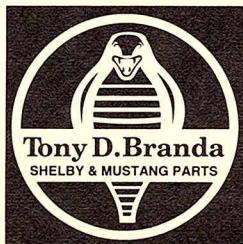
351 "Cleveland" (high capacity). Cobra lettering and fins on both sides. Fits Mach I, Boss-351, street rods.....\$350.00

351 "Windsor" (high capacity). Cobra lettering and fins on both sides.....\$365.00

390-427-428 aluminum 6 1/2 qt. with "COBRA" lettering on both sides\$299.95

429/460 Cobra Oil Pan

8 qt. capacity. 356 alloy. Finned aluminum T-shaped. Front sump with correct COBRA lettering and highlighted fins. Includes baffles. Super quality.\$399.95 ea.



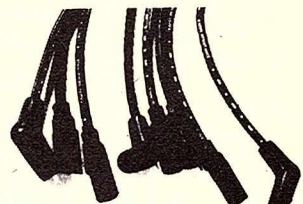
Dual Exhaust Systems

1965-66 Mustang/GT/Shelby GT-350 8 cyl. 289- 4 Barrel and 289 Hipo; includes intermediate pipes, Mufflers, and Resonators at the end\$94.95 ea. per side
Exact hanger kit.....\$65

1970 Boss 302 Aluminized Pipe Exhaust System

**BOSS
302**

14 gauge. Includes from H-pipe intermediate pipes with mufflers to tailpipes with turnaround tips.
Complete price\$395. Call for more info.



Spark Plug Wire Sets

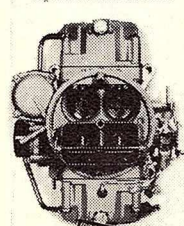
FoMoCo re-issue. Original style steel core (non radio resistant) 289 high performance type with wires numbered. Show Quality\$42.95 set

Boss 302 ignition wire set. Autolite. (Radio-resistant)\$45.00 set

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EDITORIAL

Don't Wake Me, I'm Having too Much Fun Living a Dream

Many of us in the car-magazine business suffer from feelings of guilt as we watch others heading off to work in the morning. I think of this guilt stuff during the morning commute from home to the Petersen Publishing building in Los Angeles, approximately 60 miles. I see the unhappy faces on the freeway—must be those people driving Rock & Roll instead of the original ponycar. I see people going to jobs they're not happy with, living for a gold watch, retirement and Metamusil. And I wish they were having as much fun as I am.

I'm having a ball, and yes, I feel guilty. I feel guilty because I am so very lucky. I feel lucky because I'm doing what I love to do for a living, and I feel fortunate that Petersen Publishing asked me to do it. Petersen invited me to be the editor of *Mustang & Fords* and write about the subject I love most: Mustangs and special-interest Fords. Not everyone gets this opportunity in life: to work hard at a genuine labor of love. The extra added attractions are the paycheck and the nice high-rise overlooking midwestern L.A. (don't tell my boss I told you this).

As the new editor of *Mustang & Fords*, I know I hold an important position in the world of Blue-Oval performance, because it is my duty to entertain and inform you, who expect the best from our magazine. And because I speak your language, we're going to get along just fine.

Over the years, we've grown to know each other through a mutual interest in vintage Mustangs and Fords. Some of you may remember me from a long time ago as the editor of our competition, *Mustang Monthly Magazine*, during the mid-'80s. In fact, I got my start in this business there a decade ago when we were celebrating the Mustang's 20th anniversary. Since then, I've taken a winding path that's been hard to follow, centered primarily around automotive journalism. But the deep and intense love for the breed—our breed—has never died.

Others may recognize my name from "In Search of Mustangs," those monthly updates in the Mustang Club of America's *Mustang Times* magazine and the newly published *Mustang Production Guide Series*. My co-author, Jim Haskell, and I have been doing these informative monthly updates for many years. We owe MCA members a great debt for this project's success.

And that's what this business and hobby are all about: enthusiasts helping enthusiasts. *Mustang & Fords* is a magazine produced by enthusiasts for enthusiasts. And because we are Mustang and special-interest Ford enthusiasts ourselves, you can expect plenty of informative and entertaining reading in every issue.

In every issue, you can count on the most respected names in the Ford realm—Isaac Martin, Jim McGowan, Dr. John Craft, Jerry Heasley and more—bringing you the most accurate information available. In the months to come, we're going to focus more on good technical and historical material. A large part of our focus must always be tech and resto, the stuff that shows

you how to make your Mustang or special-interest Ford the best it can be. And history's what the marque we love most is all about. This is what *Mustang & Fords* should be.

"And because I speak your language, we're going to get along just fine."

My objective as editor of *Mustang & Fords* is to serve readers and advertisers faithfully. Most of us understand that one cannot exist successfully without the other. We serve our advertisers by informing our readers of what is available in the marketplace. Likewise, we serve our readers by letting them know what's new, useful and available for their Mustangs and special-interest Fords. It's an efficient cycle that serves both well. Ideally, advertising and editorial strike a balance, and that is my goal for *Mustang & Fords*.

But there's more in store for our readers and advertisers. To have your loyalty as a reader, we must earn it. It's no news flash in the '90s that the magazine-publishing environment isn't what it used to be in the "fat" '70s and '80s. To be the most widely read Mustang and special-interest Ford publication out there, we have to earn your loyalty, and that's exactly what we intend to do.

—Jim Smart

Mustang & FORDS

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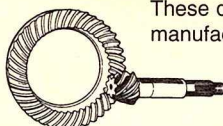
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MAILBOX

SPORTING DESIGN

I read "The 4th Mustang Generation" by Jerry Pitt in the March '94 issue. I would like to comment on the fourth-generation Mustang's being based on performance, when in actuality it has the same-size engine as the third generation. The new Mustang's body has merely been redesigned to look sportier, but it has been hyped up for its performance. I think that it should be advertised for its new design and comfort instead, considering the same engine has been installed.

Frank Guzzi
Durham, New Hampshire

MORE McLAREN

In the third-generation section of your March '94 article covering 30 years of Mustangs, you show and tell about the '81 McLaren Mustang, and you state that about 50 were produced. The exact number is much smaller: nine. Seven were orange, one was black, and one was white. Five of the seven orange ones were given away in a Firestone contest. The two other orange ones were ordered by customers. At least five are still known to exist.

By the way, under "Special-Issue 'Stangs," you mention the SVO, the Cobra and Cobra R, the Saleens and several others. What about the '87-'90 ACS McLaren Roadsters? With around 2000 produced, I'd have thought you'd include them.

Karen Ginsberg
Bloomfield, New Jersey

Space limitations required us to leave out those fine cars, but they may have their own feature in an upcoming issue.

WE WANT RESPECT

What's this? A magazine editor willing to buck established norms? A performance magazine not condemning the Mustang II without a trial? A Mustang magazine willing to admit that Ford Motor Company existed between 1974 and 1978? You better suit up, lock and load, and hunker down into a foxhole with us lowly Mustang II owners, because your manifesto will surely put a lot of Mustang purists on the warpath! They will say, "How dare you taint my blood line! Kill! Kill! Kill!"

Anyway, thank you very, very much for "The 2nd Mustang Generation" (March '94). It presented the Mustang II as a true Mustang and offered in print the first kind words about it in 15 years. We Mustang II enthusiasts are a die-hard breed who happen to love our cars as much as any Mustang owner. However, we are seldom if ever respected. I am into my fourth year of work on my project '78, which when completed will be more than deserving of the name

Mustang. You have just earned my lifetime subscription and a free membership to the NAAOM (National Association for the Advancement of Orphan Mustangs).

Michael Moody
Summerville, South Carolina

BACKING FORD

I keep reading with interest all the letters condemning Ford for not making the '94 V8 Mustang with at least 275 hp. I feel that Ford has made the correct decision. Please don't get me wrong; I have always been a high-performance nut. But there will be a quick return to the "high-performance" cars of the late '70s and early '80s if car companies keep increasing standard horsepower.

My choice of '70 Mustangs is the 428 SCJ Mach 1. That's why I have one under restoration. But Ford was smart to build '70 Mustangs with inline-six, 302ci, 302 Boss, 351W, 351C, 428J, 428 SCJ and 429 Boss engines. Ford wouldn't have sold many '70 Mustangs if the only V8 available were a 428 SCJ, and it also wouldn't sell many '94 Mustangs if the only V8 available were the 330hp, dual overhead cam, 32-valve V8. The insurance companies and Uncle Sam are going to burst the high-performance bubble very soon if we are not careful.

Not everyone who can afford the insurance and cost of a super-high-performance car belongs in one. I graduated from high school in 1969 and saw firsthand what happened to high-performance cars in 1972. Do you really think a 428 Cobra Jet had only 335 hp? This engine was underrated for insurance purposes. I think Chevy's 275hp engine was a mistake. A 5.0-liter, 225hp engine should be standard. Ford should also have two or three options in a Mach II, Cobra or Boss, including as much as 350 hp.

Another thing I can't understand is why everyone thinks Ford can offer an exotic 32-valve engine as inexpensive as Chevy's regular pushrod V8. I agree that ABS brakes should be standard on all V8 Mustangs, but as far as transmissions go, I would like to see a five-speed without overdrive.

I am a longtime Ford fan who drives an '85 GT and owns many other Fords, including a '62 XL Galaxie Convertible and a '70 GT 350 Shelby that was the first car I ever bought. I think I know a better idea when I see one, and the new Mustang will be in my stable sooner or later.

J.C. Ray
Arbovale, West Virginia

POWER NOW

The new '94 Mustang needs a 300hp modular V8 now! Ford said its marketing re-

search revealed that the public wanted the 5.0-liter V8 rather than the DOHC 4.6-liter V8. I can't help but think that Ford interviewed a bunch of Camaro engineers without knowing it. The new Mustang is a fine ponycar that's a classic example of a fabulous car searching for a better engine. The 5.0-liter's power output has been mostly stagnant for nine years.

In its advertising, Chevy has begun touting the Camaro's power advantage over the new Mustang. I want to see Ford put forth some of its "world-class timing" to put the 4.6-liter DOHC V8 in the Mustang now, not in one or two years. To help Ford realize the demand for a 300-plus-hp, modular-engined Mustang, I'll be glad to receive letters on this subject, and I'll see to it that Ford gets them by the boxful so it will finally get the point and give all of us the long-overdue world-class powertrain for the Mustang.

Don Redden
Collegedale, Tennessee

Ghia's BIRTHDAY

Regarding the "UFO" item in Reader's Roundup in the May '94 issue, the first year of production for Mustang II Ghias was in fact 1974. Either that, or my own '74 Mustang II Ghia must be a very clever fake. Luckily, the Mustang Red Book bears me out on this one.

Also, even if Mustang II Ghias had not been introduced until 1975, Addie Christlieb's car would still be nothing more than a misbadged '74, as is evident from the location of the gasoline filler cap. The '74 Mustang II had the cap mounted lower on the quarter-panel than did the '75-'78 model. Perhaps the cap was raised to make room for the auxiliary gas tank, which was standard with the new-for-'75 V8.

By the way, Ms. Christlieb should know that yours is the only Mustang magazine that ever features Mustang IIs. Every other Mustang magazine I have purchased completely (and wrongly) ignores these cars. I subscribe to *Mustang & Fords* for just this reason. I appreciate very much your doing what you can to make Mustang II owners feel like part of the family. Keep up the good work!

Matthew G. Olson
Berlin, New York

Letters published in Mailbox reflect the opinion of their writers, and publication does not imply the endorsement of this magazine. All letters should be directed to Mailbox, Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515, and should bear the writer's name, address and telephone number. We reserve the right to edit letters for clarity, brevity or other purposes.

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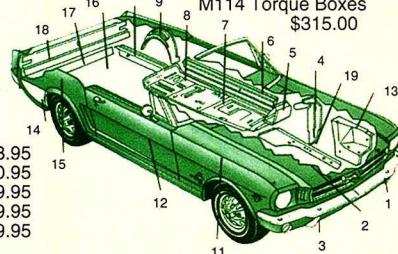
19. Outer Front Frame Ext. M124A.....ea \$54.95
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Styled Steel Wheels



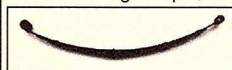
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1967 Complete Kit.....Set of four \$600.00
1967 Wheels Only.....Set of four \$415.00

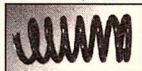
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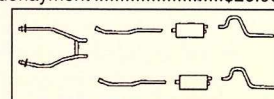
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By John Pearley Huffman

OUR MISTAKE— BETTER SEND ANOTHER \$5

In our September '93 issue we incorrectly reported that Lois Eminger had factory invoices for some Mustangs and other Fords available for \$25. Actually, it's \$30. The invoices are available for '69-'73 Mustangs and Cougars built in Dearborn, '70 Mustangs from Metuchen, '70-'71 Torinos and Montegos from Lorain, '69-'75 Lincolns and Marks, '62-'63 Thunderbird roadsters and convertibles and all '64-'66 Thunderbirds. All are flat-shipped, accurate and gorgeous. Beyond the 30 smackers, to get one you must also provide proof of vehicle ownership (either a copy of the title or, ideally, a rubbing of the car's data plate. Contact Lois C. Eminger, Dept. MF, Box 220, Dearborn, MI 48121-0220.

DON'T TREAD ON FORD TRADEMARKS

What do these words have in common: Mustang, Cortina, Lynx, Lightning, Nite, Colony Park, Splash, Meteor, Rotunda, Cougar, Mark VIII, Country Squire, Pinto, Fairmont, Mach 1, Fairlane, Mondeo, Ranchero, Scorpio, Motorcraft, Explorer, Crown Victoria, Taurus, Ecostar, SHO, Grand Marquis, Fordson, Versailles...and about 130 others? They're all Ford Motor Company trademarks, and you need Ford's permission to use them or their logos for your business.

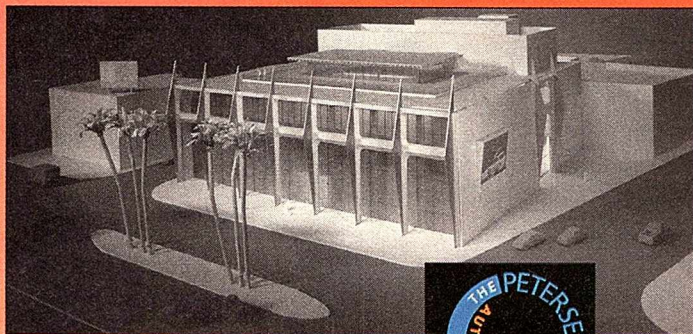
To facilitate the use of these trademarks, Ford has set up a Corporate Trademark Licensing Office to answer any questions a resto or aftermarket company may have about using Ford's names and symbols. Write to Corporate Trademark Licensing Office, Ford Motor Company, Dept. MF, The American Rd., Room 741, P.O. Box 1899, Dearborn, MI 48121.

Ford takes these trademarks seriously, and it can afford plenty of lawyers, so call before you start making, say, reproduction badges for the '63 Mercury Marauder.

RUSTY WALLACE BECOMES TRUE BLUE-OVAL BELIEVER

Last year he drove a Pontiac Grand Prix to 10 victories in NASCAR Winston Cup racing, but this year Rusty Wallace and his Penske South racing team have brought their Miller Genuine Draft sponsorship and No. 2 to Ford Thunderbirds. Their first Ford-powered victory came in only their second race, when Rusty won the spring race at Rockingham.

That's got Rusty already talking like an old-line, never-raced-anything-but-Fords racer. "I'm pretty confident that it's a foregone conclusion that Ford will win the Winston Cup Manufacturer's Championship with the talent it's got lined up with the teams and drivers," Wallace said after winning at Rockingham. Don't get too cocky, though. There's still a black non-Ford wearing No. 3 that could get in the way. Then again, Ford does have Wallace and Ernie Irvan in the No. 28 Havoline T-Bird....



THE PETERSEN AUTOMOTIVE MUSEUM TO OPEN

After starting *Hot Rod* magazine in 1948, Robert E. Petersen expanded his publishing empire to include *Motor Trend*, *Car Craft*, *Mustang & Fords* and dozens of other automotive magazine titles. Automobiles have been so good to Petersen that he cut a check for \$15 million to the Natural History Museum Foundation of Los Angeles County to acquire Los Angeles' old Ohrbach's department store, initiating its conversion into the \$40-million Petersen Automotive Museum.

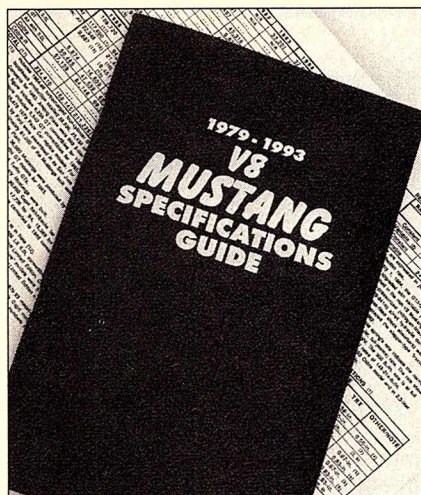
Only two blocks from the Petersen Publishing offices, the Petersen Automotive Museum spreads out over 300,000 square feet and rises four floors. The Petersen Automotive Museum will be an important part of the Natural History Museum's mission to preserve Los An-

geles County history. The first floor will be dedicated to a streetscape depicting important milestones in L.A.'s "love/hate/love-even-more" automotive relationship. Included will be a *Laurel & Hardy* scene with a Model T crushed between two L.A. trolley cars, Earl Cooper's '15 Stutz on a board track and a 1950 custom-body shop.

On the second floor are five galleries of changing vehicle, technology, design and marketing exhibitions. For example, one display's theme will be French luxury cars of the '30s which, like today's French luxury cars, were any French cars that ran. Other exhibits planned for the second floor include "Hollywood and the Automobile," "Early Motorcycle" and "Prototypes," and surely custom trucks, street machines and drag racers will have their days. The third floor has been divided into classroom facilities, a library and three galleries for the display of automobile art, photographs, toys and memorabilia. Finally, the fourth floor features the Founder's Lounge, full-service catering facilities and a corporate conference center.

Opening in June, the Petersen Automotive Museum will be among the largest museums ever dedicated to the automobile and its culture. It's located along the Miracle Mile at the corner of Fairfax Avenue and Wilshire Boulevard, just down the block from the Los Angeles County Museum of Art and the La Brea Tar Pits. The Miracle Mile itself is an important part of automotive history; 70 years ago it was the first downtown business area dedicated to the emerging auto age.





V8 MUSTANG SPECS GUIDE AVAILABLE

Ford built FOX-platform Mustangs for 15 model years—half the number of years that Mustangs have been around. That's a lot of cars, and it's tough keeping them all straight. Fortunately, Al Kirschenbaum has taken the confusion out of the game by publishing the 1979-1993 *V8 Mustang Specifications Guide*.

The first section explains and explores Ford's basic FOX body structure and explains all its various powertrains and options. The second section contains specifications for all the tech-

nical systems and equipment. Included is year-by-year coverage of all standard and optional powertrain combinations and complete specifications for both H.O. and GT-40 versions of the 5.0-liter V8. Frankly, there's more here than anyone needs to know. But for Mustang disciples, it's probably just enough.

The 1979-1993 *V8 Mustang Specifications Guide* is available for \$13.95 (plus \$4 shipping and handling) from DriveLines, Dept. MF, P.O. Box 915, Pearblossom, CA 93553-0915. California residents need to add sales tax, and Canadians need to send an extra dollar.

FORD'S NEW TRUCKS — INCLUDING A SUBURBAN FIGHTER AND A V10!

The pushrod engine is nearing death at Ford Motor Company. In fact, the only new vehicles Ford currently sells with pushrod V8 power are the Mustang and its trucks. And when the all-new Ford pickups debut for

1996, even they will get OHC engines.

Ford's new pickups will mark a radical departure in the way trucks have been built and sold in this country. The new F-150 is aimed straight at the heart of the personal-use pickup market, while the rugged F-250 is targeted to the serious-work utility buyer. Since each truck has such a narrowly focused sales mission, each will be engineered specifically and

will look distinct. For instance, the F-150 will get a new all-independent coil spring and double-A-arm front suspension, while the F-250 will retain Ford's traditional, indestructible Twin I-beam swing axles. The coil-sprung front end will enable the F-150's front sheetmetal to be much lower than the current model's, while the F-250's front will remain defiantly unsleek. There should also be distinct trim differences between the trucks, though we're not sure if they'll share a common cab.

Beyond the usual selection of regular cabs, extended cabs and crew cabs, the new family of Ford trucks will also feature a fullsize four-door truck/wagon to compete with Chevrolet/GMC's Suburban. Ford CEO Alex Trotman was quoted in *AutoWeek* admitting that the lack of a large truck/wagon is "a hole in our product line.... We plan finally to get into that business in a major way." Sounds like the perfect tow vehicle for the classic Mustang enthusiasts about to be born.

All of Ford's new trucks will be powered by new variants of the modular V8 engine that debuted as a 4.6-liter OHC V8 in the Crown Victoria and has found vivid expression as a 32-valve, DOHC, 4.6-liter V8 in the Lincoln Mark VIII. The same engine will power the highest-performing Mustangs in the next few years. There will be two new gasoline-truck modular V8s, a 4.6-liter and 5.4-liter, both with power outputs more than competitive with larger pushrod V8s from GM and Dodge. But the star is sure to be a new 6.8-liter V10, essentially the modular V8 with two extra cylinders. According to rumor, it has produced nearly 500 lb-ft of pavement-ripping torque at only 1200 rpm in development. All the new engines will use Ford's latest EEC-V engine-control computer.

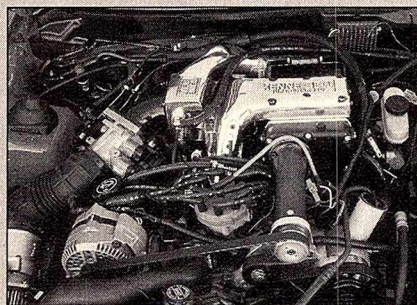
All-new Ford trucks don't appear every year, and these '96 models sound as if they will be worth the 16-year wait.

FIRST SUPERCHARGED '94 MUSTANG?



Our usually hands-off sister publication, *Motor Trend*, has built what is apparently the first supercharged '94 Mustang. In cooperation with Borla Performance, Kenne Bell, Center Line Wheels, Crane Cams and Goodyear, its Project Mustang was not only an intriguing departure for the magazine, but a seriously fast car.

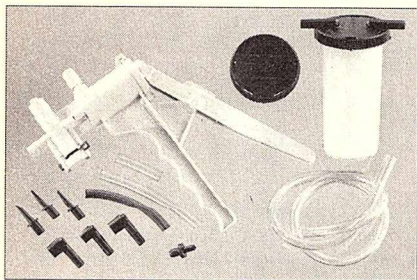
Using Borla's stainless-steel exhaust, Crane's HI-2000 ignition and Interceptor tuning computer, some Goodyear Eagle GS-Cs wrapped around new Center Line wheels and, most intimidatingly, one of Kenne Bell's Whipplecharger screw compressor blowers, the *MT* Mustang went from a 15.4-second stock e.t. way down to a supercharged 13.6. And the terminal velocity was a stunning 106.7 mph at the end of the



quarter—that's horsepower! *Motor Trend* didn't stop there; it also took the car bracket-racing up at Los Angeles County Raceway and, correcting for altitude, ran a 12.88.

Mechanically, the new Mustang is mighty similar to the good ol' 5.0-liter, but it's not identical. Still, it's nice to know that it responds to a little spur as well as any previous Mustang.

PARTS-COUNTER

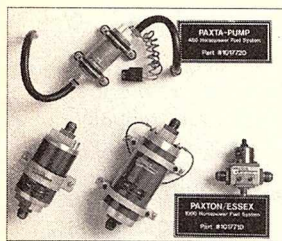


BRAKE THE CYCLE

The new brake-bleeding kit from The Eastwood Company allows one person to do brake-bleeding jobs at the wheel without depressing the pedal or wasting fluid. The versatile pump moves about 1 ci of fluid with each stroke and develops and holds about 25 in/Hg of vacuum and 9 psi of pressure. Information: The Eastwood Co., Dept. MF, 580 Lancaster Ave., Malvern, PA 19355, 800/345-1178.

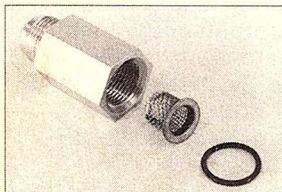
PUMP IT UP

Paxton Superchargers introduces its two new Paxta-Pump fuel-pump systems. The 480HP is designed as a secondary inline fuel pump or as a direct-replacement pump. In inline, add-on form, it's capable of feeding 480 hp. With your existing pump removed and the 480HP running alone, it can feed 510 hp. The billet, anodized 1000HP is capable of 45 psi of pressure and 85 gallons per hour, and it can feed as much as 1000 hp. Information: Paxton Superchargers, Inc., Dept. MF, 1260 Calle Suerte, Camarillo, CA 93012-8053, 805/987-5555, fax 805/389-1154.



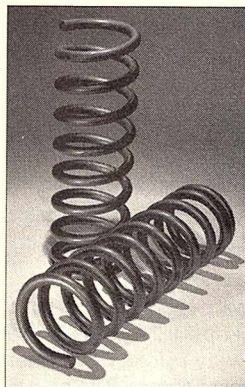
KEEP IT CLEAN

Protect your dry-sump pump from damaging dirt and debris with this new dry-sump screen protector from Canton Racing Products. This piece is designed to thread onto a standard -12 male AN fitting. Two sizes are offered for -10 or -12 AN female hose ends. The coarse filtering screen is unrestrictive and removable. The protector can be used with most applications. Information: Canton Racing Products, Dept. MF, 9 Tipping Dr., Branford, CT 06405, 203/484-4900.



SPRING ANEW

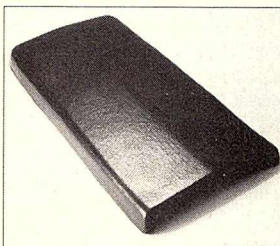
Mileage, corrosion, age and hard driving all contribute to the failure of springs. Restore proper ride height and drive control on your car with new coil springs from PST. The "muscle" of the suspension system, these springs provide new-car stance and performance. Information:



PST, Dept. MF, P.O. Box 396, Montville, NJ 07045, 800/247-2288.

CONSOLATION PRIZE

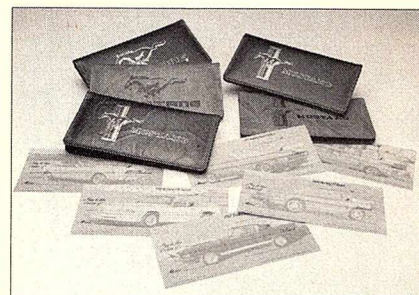
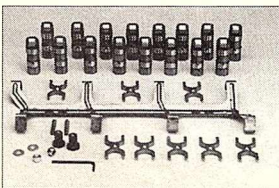
Scott Drake Mustang Parts introduces a replacement part for those old and worn-out '69-'70 consoles. Now available is the armrest/console lid for those cracked and worn originals.



Molded in black vinyl, it's textured for that original look and can be dyed to match your interior. Information: Scott Drake Mustang Parts, Dept. MF, 2255 E. Pleasant Valley Rd., Unit M, Camarillo, CA 93012, 800/999-0289.

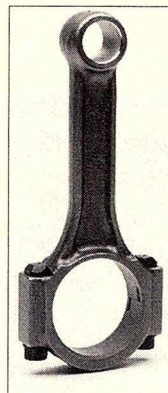
WHOLLY ROLLERS

Hydraulic roller lifters have only been available for engines that came from the factory with them. Until now. Competition Cams has a new line of retrofit hydraulic roller lifters that can be used with nonroller cam engines from the '60s and '70s. These maintenance-free lifters are manufactured for durability and quietness. Lifters are available for many small-block Ford applications. Information: Competition Cams, Dept. MF, 3406 Democrat Rd., Memphis, TN 38118, 901/795-2400, fax 901/366-1807.



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Celebrate your passion with Classic Impressions' personalized checks featuring six classic Mustangs. Leather checkbooks embossed with your choice of Mustang logo complement your checks. A box of 200 checks is priced as low as \$14.95. Leather covers are specially priced when ordered with checks. Information: Classic Impressions, Dept. MF, P.O. Box 691167, Houston, TX 77269, 800/252-3435.



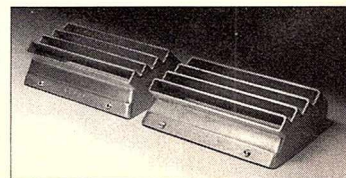
FINE SPORTSMAN

Crower is now shipping its Ford version of the popular Sportsman 4340 connecting rod. Features include premium U.S.-made 4340 steel forgings, lightweight design (less than 600 grams), compatibility with applications of 500-plus hp and 8200-plus rpm and thru-bolt

torque specs rated at 47 to 50 lb-ft. The jobber price on a V8 set is \$603; a four-cylinder set is \$331. Information: Crower Cams, Dept. MF, 3333 Main St., Chula Vista, CA 91911-5899, 619/422-1191, fax 619/422-9067.

EXHAUSTING EFFORTS

The simplest inventions are often the best. Ben Borja's exhaust deflector for '69-'70 Sheldys is built from 1/16-inch stainless steel and installs



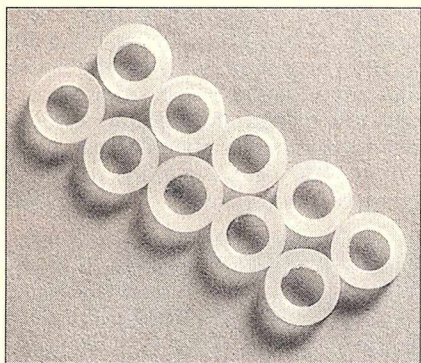
easily. Once in place, the deflector eliminates fumes from the trunk area and keeps soot from spoiling the look of your car's rear. No vehicle modifications are required, and rear bumper and taillight lenses are not affected. Information: Ben Borja Auto Body and Service, Dept. MF, 49 N. Altadena Dr., Pasadena, CA 91107, 818/796-3771.

SUPERSTAR

Do your old wheels look too dated? Do new wheels look too weird? Strike a happy medium with the new Stealth wheel from TSW Alloy Wheels. The classic

five-spoke design is upgraded with a modern look. The smoothed outer rim makes the retro-tech wheel look even wider than it is.

Made of lower-pressure, die-cast, lightweight alloy, the Stealth wheel is offered in silver clearcoat or chrome in 14x7, 15x7 and 16x7 sizes. Information: TSW Alloy Wheels, Dept. MF, 3621 Moore Ave., Santa Ana, CA 92704, 800/578-4879.



WASHER LANGUAGE

The stock washers that fit between the float-bowl screws and the floats on Holley carburetors are constructed of paper and are subject to tearing and other damage. The fuel-bowl washer kit for Holley carbs, new from Mr. Gasket, features these sturdy plastic washers which are reusable, virtually indestructible and a great replacement part. Each kit contains 10 washers. Information: Mr. Gasket Co., Dept. MF, 8700 Brookpark Rd., Cleveland, OH 44129, 216/398-8300, fax 216/398-0007.

The parts listed in Parts Counter are those that the editor feels are of interest to the readers. All specifications and claims are supplied by the manufacturers or sellers, who bear responsibility for their accuracy. It is impossible for Mustang & Fords to obtain samples of all products listed for evaluation and verification of manufacturers' claims. The listing is provided as a free service, and vendors of Mustang- and Ford-related products are invited to submit information and black-and-white photos for consideration. Send your press release to Parts Counter, Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515.*

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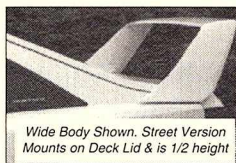
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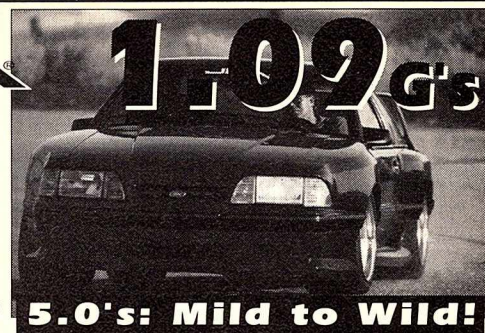
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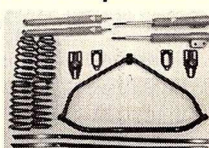
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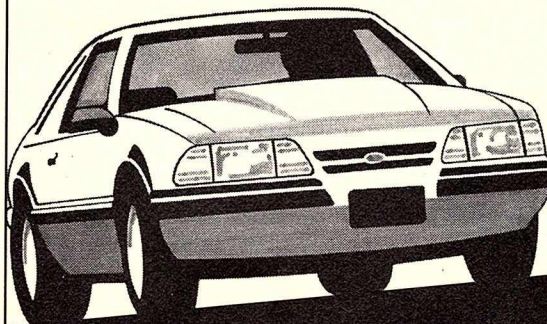


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ON THE MARKET

A Boss 429 has recently sold for a world-record price of \$85,000, almost double what most concours-stock-restored, run-of-the-mill '69-'70 varieties bring today. When musclecar prices were rising fast in the late '80s, no Boss 429 sold for this much money, and we've heard about depressed prices, so what is the market situation? What happened?

The answer: Buyers got educated. A few years back, the market was victim to a feeding frenzy, as over-anxious buyers paid out money so fast, they forgot to do their homework. Many cars on the market today sell for less than they did a few years ago when their owners overpaid for a car that wasn't up to snuff. Today, it takes a good car to bring megabucks, and the original, low-mileage rarities usually fetch the most attention and the most money.

We reported in our March '94 issue about a world-record price of \$40,000



for a '69 Boss 302. That compares with \$24,000 to \$25,000 for your basic concours-stock Boss 302 with few value-adding options. However, buyers of these cars choose the best ones, meaning those cars with Drag Packs, sportsrats, rear wings, locking rear axles and so on. Paint color is also important to price, but difficult to chart.

Previously, the highest price for a Boss 429 was \$70,000. Meanwhile, Boss 351s have set no world records

of late, unless there has been a private sale we missed. (If you know of one, please let us know.) For the record, the highest price we have recorded for a '71 Boss 351 is \$35,000, which purchased a restored, but low-mileage Thoroughbred in blue with silver stripes. We have long awaited the time when collectors would pay more for the rather rare S-code Boss 429, the car with the more durable NASCAR 429 engine. Higher prices,

however, have not materialized on this Boss Nine variety.

Below is a list of prices on restored Boss Mustangs. Keep in mind that the ultralow-mileage originals and the cars that are restored to Thoroughbred (original parts only) can bring 50- to 100-percent more, hence the prices mentioned earlier. Also, original cars with low mileage that are unrestored but appear in mint condition can bring 50- to 100-percent more than the charted values below.

'69-'71 BOSS VALUE GUIDE

'69½ BOSS 302 SPORTSROOF

Body	Interior	Restored
63A	Standard	\$25,000
63B	Deluxe	\$26,000

Combined Production
1628

Additions

\$800 for 3.91:1 Traction-Lok	\$3000 for Drag Pack
\$1000 for 4.30:1 Detroit Locker	\$500 for sportsrats
\$800 for Magnum 500 wheels	\$500 for rear wing spoiler
\$1500 for shaker hoodcoop	

'69 BOSS 429 SPORTSROOF

Body	Interior	Restored
63B	Deluxe	\$45,000

Production
859

'70 BOSS 302 SPORTSROOF

Body	Interior	Restored
63A	Standard	\$25,000
63B	Deluxe	\$26,000

Combined Production
7013

Additions

\$800 for Magnum 500 wheels	\$3000 for Drag Pack
\$1500 for shaker hoodcoop	\$500 for sportsrats
\$800 for 3.91:1 Traction-Lok	\$500 for rear wing spoiler
\$1000 for 4.30:1 Detroit Locker	

'70 BOSS 429 SPORTSROOF

Body	Interior	Restored
63B	Deluxe	\$45,000

Production
499

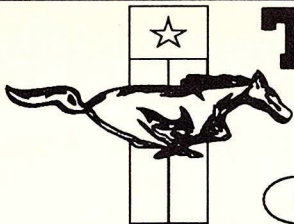
'71 BOSS 351 SPORTSROOF

Body	Interior	Restored
63D	Standard	\$23,500

Production
1806

Additions

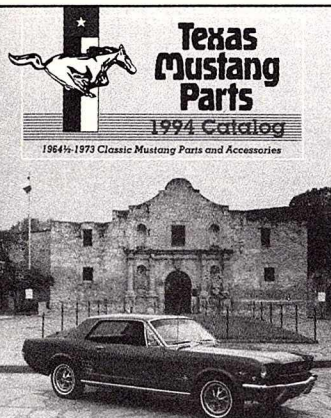
\$1500 for Mach 1 sports interior
\$800 for Magnum 500 wheels
\$500 for rear wing adjustable spoiler



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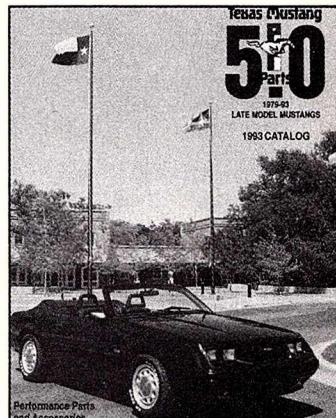
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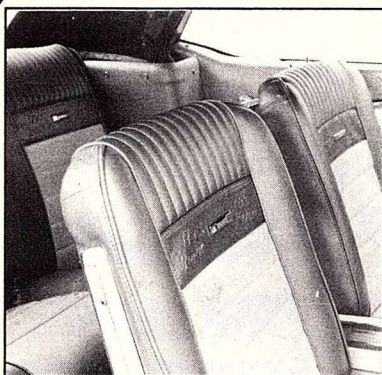
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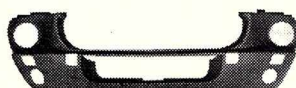
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Competition Style Racing Apron 1965-1966
Designed after the original, however this one allows you to use your front bumper.
Part No. 169 \$89.95

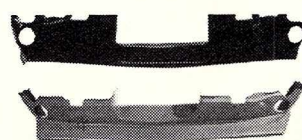


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Part No. 170 \$99.95

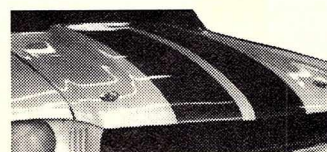
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65-68 Cowl Hoods
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BOSS

Retrospective

429
302
351

**Without Larry Shinoda,
There'd Be No Boss
Series**



The Boss 351 was built on the longer, lower, wider '71 Mustang fastback platform. Ram air was provided by a set of NASA-style hood scoops.

The
BOSS
YEARS



The '69 Boss 302 had this unique striping pattern.



The lowest-mileage Boss 429 in the world (900 miles), still has the original window sticker.

By Jerry Heasley

It's hard to believe that 25 years have passed since Larry Shinoda and Bunkie Knudsen defected from General Motors, came to Ford and put together the Boss series of Mustangs. That's an oversimplification, because it takes literally thousands of people to put together an all-new car, but it's true that without the GM input, there would have been no Boss 302 and certainly no Boss 429. The Boss 351, of course, was the final iteration of that series of top-performance Mustangs.

Larry is entirely responsible for the Boss name, as well as the scoops, spoilers and stripes for which he had already become famous at a number of

car shows at Chevrolet. And it was Bunkie who, as Ford president, had the clout to order the building of such an outrageous car as the Boss 429. Ford did have plans to build, for homologating purposes, a special run of 5.0-liter Mustang fastbacks. This was the aborted fastback SR-2 (Sedan Racing, Group 2) that Larry took apart and turned into the fabled Boss 302.

This was an escalation of the pony-car performance wars, played out on the tracks of the infant Trans-Am racing series. Year one was 1966, when Ford took the crown and before Chevrolet had its Camaro. Ford still won the manufacturer's Championship in 1967, but Penske's Camaro team wrestled the crown away from Ford in

1968, and the war was on. Parnelli Jones, who drove for Bud Moore's Trans-Am Mustang team, said, "For my money, during those years that the factories were involved, the Trans-Am series produced the best road racing that this country has ever seen."



This '70 Boss 302 was found in a barn.

BOSS RETROSPECTIVE



Here is the '70 Boss 429 interior.



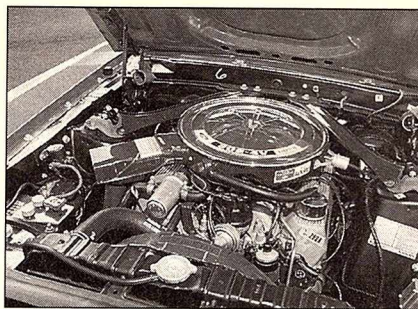
Here's what the Boss 302 looked like in November 1968. Notice the cover over the top rear-quarter scoop, which Larry Shinoda wanted to pull to give the car a cleaner look.



Ford management "seized up," according to Larry, when it saw the rear window slats. Ford couldn't have these on a production car. They seem to block rear vision, but it's actually easy for the driver to see out with them. Also, they block sunlight and keep temperatures down inside the cab.

Ford, of course, was into racing with both feet. Henry II had ordered his troops to win LeMans, cost being no object, and win they did. Next, an all-out assault ensued in the Trans-Am series, the professional road-racing series that took place at tracks across the country. Points were awarded for order or finish in the race, and at the end of the season the marque with the most points got the manufacturer's championship. First Place was everything, and Second Place was Nowheresville as far as the "Race on Sunday, sell on Monday" principle went.

It was manufacturer against manufacturer, which is why the series was so exciting and also why it produced



Here's a concours '70 Boss 302 engine compartment without the Ram Air system.

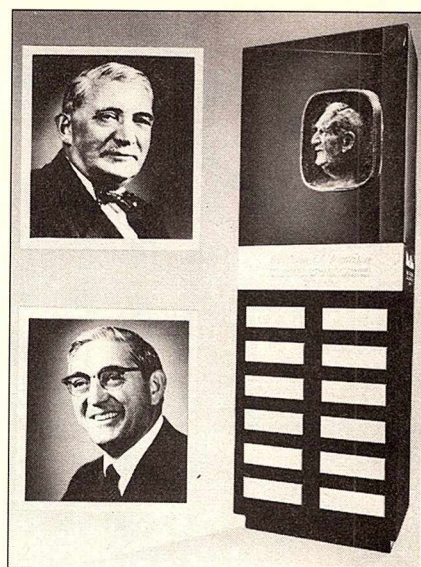


Larry's design extravaganzas were more than pizzazz; they were functional. The rear wing, of course, was for aerodynamics and did work.

some of the most exciting street cars of the '60s. The rules stated that every part had to be homologated to be race-legal, which meant it had to be offered on at least 500 production sedans. For product identification, the manufacturers, starting with Chevrolet and its Z/28, produced street look-alike models of their Trans-Am cars.

Ford's 289/302 quickly fell victim to Trans-Am racing, because it had heads with very small ports and valves. It did fit nicely under the 5.0-liter limit (305 cubes), but the popular Mustang V8 needed higher-flow heads to overcome its horsepower deficit compared with the Z/28 302, which is why Ford developed its exotic Tunnel Port for 1968.

In a move characteristic of Ford in the '60s, it engineered toward race-track victories and pretty much ignored the street driver, which is what the homologation rule was written to prevent. The Tunnel Port used a unique head design with ports forming a straight line to the cylinders, necessitating pushrods (encased in tubes) to be inserted right through the ports. With absurdly huge intake and exhaust ports and valves, the Tunnel Port 302 looked like a winner in the Trans-Am, but this exotic V8 had oiling problems and didn't hold together on the track. Shelby Racing, in fact, wanted to return to the durable 289 midway through the



Bunkie Knudsen (bottom) continued the tradition in top management begun by his father, William.



Larry wanted a name for the new Trans-Am Mustang that would give it identity on the street, just as the GTO Judge had done for General Motors. This infusion of '60s GM talent created the Boss name, chosen because it best expressed the car's unique performance personality. According to Larry, the name has charisma. It was a name the kids understood instantly.

season, but Ford said no.

Then when Chevy won the '68 Trans-Am Manufacturer's Championship, Ford dropped the ball on the Tunnel Port engine for regular production, and the SCCA simply looked the other way. What else could it do?

The '69 season was upcoming, and Ford needed a more powerful 5.0-liter. This time it chose street heads from the new 351 Cleveland, which featured canted valves and an improved intake-port design. By angling the valves, the



Hurst T-handle shifters were very popular and came stock starting with the '70 Boss lineup.



Boss cars, like this '70 302, came with slightly larger wheelwells to clear the big 60-series 15-inch tires, the largest tires used at the time on an American car.

fuel was given a straighter shot at the combustion chambers and room was made for larger valves.

The Engine Engineering department took a set of 351C heads and adapted them to a four-bolt, 302ci block and fitted a forged-steel crank, forged-steel connecting rods and extruded pop-up pistons. To make a short story shorter, it created the Boss 302.

Of course, it wasn't called the Boss 302 until Larry came up with the name. The new Trans-Am street fastback was called the Boss 302, as was the engine because it was not optional in any other Mustang.

Larry remembers Ford Engine Engineering toying with a very "peaky" camshaft that produced, with a set of dual four-barrels on a Cross Boss intake manifold, 408 or 410 hp on the dyno, but with a "completely useless torque range." Finally, it went with a 780cfm Holley four-barrel and timed the horsepower down to 290 at 6000



The sportslats hinge upward to provide room to clean the rear glass.



Here's a '70 Boss 302 with the works: a shaker hoodcoop for Ram Air, Magnum 500 wheels, rear slats and a spoiler. The front spoiler was standard on the Boss 302.

rpm, the factory-advertised rating of the Z/28 302, and came up with a reasonable torque curve for the street.

Other Boss hi-po features include a dual-point ignition, high-rise aluminum intake, a 780cfm Holley carburetor, a high-pressure oil pump, an oil-windage baffle and an antisurge baffle. Of course, the Boss 302 is a racing design. It has fat intake valves (2.23 inches on the '69, 2.19 inches on the '70) and was built to work in the upper revs. No Ford V8 made since has been such a revver.

Boss 302 fastbacks began rolling out of the Dearborn plant on April 17, 1969, and SCCA officials, still smarting from Ford's Tunnel Port deception of a year previous, were there to make sure the car was a production piece. Satisfied, SCCA approved the Boss 302 for production.

Even bigger Boss news had taken place months earlier on January 15, when the very first Boss 429, a Raven Black fastback, rolled off a special assembly line at Kar Kraft in Brighton, Michigan. This was 100-percent Bunkie's baby, because the new president of Ford liked such outlandish, big-block killer cars and had the weight to order them built. There is no question that had Bunkie not come to Ford, there would have been no Boss 429.

The Boss 302 was a must to homologate the racing Trans-Am fast-



Rear slats and a spoiler make the Boss 302 look like the boss it is.

back for the track. It had to be built. However, the Boss 429 had no such requirement. The new 429 NASCAR engine had to be installed in at least 500 new Fords to homologate the engine for the track, but it made more sense to drop the new V8 in the big Galaxie. That's where the 429 was headed until Bunkie intervened.

In an August 1968 meeting when the '69½ Boss 302 was proposed, Bunkie was intent on bolting the new 429 NASCAR engine into the slick Mustang fastback, but engineers explained that this big-block wouldn't fit between the shock towers. That didn't sway Bunkie, and upper management sent a letter to Ford Engineering telling it to "investigate installation of the 429 NASCAR engine into the '69½ Mustang."

Kar Kraft, a contracted facility of Ford Motor Company, was hired to produce running prototypes of the proposed 302 and 429 specialty Mustang fastbacks. Both cars were constructed in about three weeks and presented to management in September 1968. Soon after, the Ford car program (429 NASCAR) was canceled, and the new NASCAR Mustang program was approved with two objectives: to build at least 500 of the '69 Mustangs with the 429 NASCAR engine and to deliver to the consumer performance that was equal to or better than the Plymouth 426 Hemi engine's.

Now the Mustang could homologate the new 429, complete with its exotic aluminum heads and complex valve-train to straddle the semi-Hemi combustion chambers and in so doing, could grab a giant boost in its muscle-car image. Over at Chevy, the '69 Camaro was getting an all-aluminum, 427ci big-block, the ZL-1, which homologated the Camaro as production

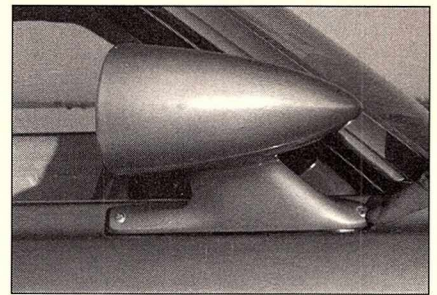
BOSS RETROSPECTIVE

for drag racing. In retrospect, the ZL-1 was more of a threat to the Mustang on the street than any Hemi, but the Hemi was the competitor in NASCAR.

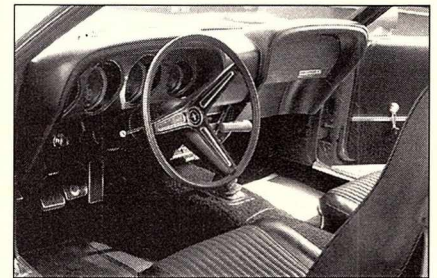
Since the '69 Mustang required mod-

ifications to the front end to fit the 429 NASCAR big-block, Kar Kraft was hired to set up a special assembly line to turn out the car. Daytona was coming up in February 1969, and Ford wanted the 429 NASCAR Mustangs built by December, a short three months later.

Larry had already named the small-block Trans-Am 302 Mustang fastback



Racing-style bullet mirrors are Boss 302 stock.



This '70 Boss 302 has the deluxe, three-spoke steering wheel.

'69-'70 Mustang Boss 302 Sportsroof

PRICE

New	\$3720
Value Today	\$25,000

STANDARD EQUIPMENT

'69: Boss 302 engine; 4-speed, wide-ratio transmission with Ford shifter; competition suspension with staggered rear shocks; 3.50:1 nonlocking axle; 15x7 Magnum 500 wheels (arg-ent); quick-ratio steering; power front disc brakes; dual racing-type mirrors; standard Mustang interior. The deluxe Boss 302 included the Interior Decor Group, which consisted of deluxe seat trim with Comfortweave knitted-vinyl inserts, molded front-door trim panels with courtesy lights and a deluxe 3-spoke steering wheel.

'70: Same as the '69 with some additions: Autolite electronic rpm limiter; a Hurst T-handle shifter in place of the Ford shifter; 15x7 wheels with hub caps/trim rings. The deluxe-interior Mustang featured high-backed bucket seats upholstered in deluxe knitted cloth with vinyl facing, wood-grain instrument panel appliques and a deluxe 2-spoke steering wheel.

DIMENSIONS

Wheelbase	108.0 in
Front Track	59.5 in
Rear Track	59.5 in
Overall Height	50.4 in
Overall Width	71.8 in
Overall Length	187.4 in
Curb Weight	3211 lbs
Fuel Tank	22 gals

CHASSIS/SUSPENSION

Front	Independent, single lateral arm with drag strut; coil springs; shocks mounted above upper arm
Rear	Hotchkiss drive design; semi-elliptical, 4-leaf, 53x2.50-in springs
Shocks	Gabriel direct-acting tube type, staggered in rear.
Stabilizer	Front: Link type; steel; 0.85 in diameter Rear: Link type; 0.687 in diameter.

Tires	F60x15 fiberglass-belted
Wheels	15x7 argent Magnum 500s
Steering	Type: Recirculating ball and nut with linkage; power assist (manual standard) Gear ratio: 16.0:1 Overall ratio: 20.32:1 Turning circle: 37.6 ft, curb to curb Turns lock to lock: 3.74
Brakes	Front: disc; 11.3 in diameter; power Rear: drums; 10 in diameter

ENGINE

VIN Code	G (fifth digit)
Type	90° V8; OHV
Cylinder Block	Cast iron
Cylinder Heads	Cast iron
Crankshaft	Forged steel
Bore & stroke	4.002x3.00 in
Displacement	302 ci
Compression	10.5:1
Intake Manifold	Aluminum
Carburetor	780cfm Holley
Distributor	HD double breaker; centrifugal and vacuum advance
Horsepower	290 @ 6000 rpm
Torque	290 lb-ft @ 4300 rpm
Valves	Intake: 2.19 in (2.23 in for the '69) Exhaust: 1.71 in

TRANSMISSION

Ford Top Loader; 4-speed manual; synchronized in forward gears

SHIFTER

Ford shifter in the '69; Hurst with T-handle in the '70

AXLES

Semifloating; straddle-mounted pinion

DIFFERENTIAL

Rear conventional with 9-in ring gear

AXLE RATIO

3.50:1 with optional 3.50/3.91 Traction-Lok and 4.30:1 Detroit Locker

PERFORMANCE

0-60	6.9 sec
1/4-mile	14.6 sec @ 97.50 mph

THE 1971 MUSTANG

BOSS 351 2 DOOR SPORTSROOF	4124 00
SPL. CYL. ACCT. ADJ. CR.	
TOTAL BASE VEHICLE	4124 00
INCLUDES AT NO EXTRA COST	
351 CID 4V 8 CYL ENG	NC
FOUR-SPEED MANUAL TRANS	NC
WITH HURST SHIFTER	NC
3.91 AXLE/TRACTION-LOK DIFF	NC
POWER FRONT DISC BRAKES	NC
DUAL RAY INDUCTION OPTION	NC
COMPETITION SUSPENSION INLL	NC
STAGGERED REAR SHOCKS	NC
INSTRUMENTATION GROUP	NC
SPECIAL COOLING PACKAGE	NC
COLOR-KEYED RACING MIRRORS	NC
GRILLE SPOTLIGHTS	NC
TRIM RINGS/HUB CAPS	NC
HIGH BACK BUCKET SEATS	NC
WIDE OVAL R/YL TIRES	NC
STEEL GUARD RAILS	NC
BRIGHT BLUE METALLIC /A/	NC
1/4 F60x15 WIDE OVAL BELTED	
HW TIRES/RAISED WHITE LETTERS	115 00
POWER STEERING	134 00
STEREOSONIC TAPE SYSTEM	68 00
AM RADIO	120 00
MAGNUM 500 CHROME WHEELS	
SPL. DLR. ACCT. ADJ. CR.	
TOTAL OPTIONS	435 00
TRANSPORTATION CHARGES	55 00
TOTAL	4614 00

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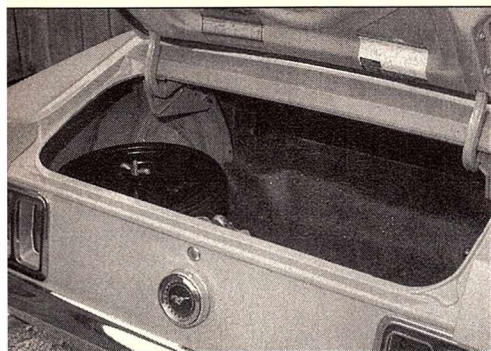
If you bought a Boss 351 in 1971, here's what the invoice might have looked like. These cars were expensive for the time.

the Boss 302, so it made sense to call its big-block brother the Boss 429. On January 2, 1969, the 429 NASCAR Mustang officially became the Boss 429.

Larry, however, had little to do with the car. He wanted the fake scoops pulled from the tops of the rear quarters, but there wasn't time. In contrast, the '69 Boss 302s have no rear-quarter scoops, or "horse handles" as Larry calls them. (Of course, in 1970 these



In 1970, Boss 429 production was 499.



A collapsible spare tire was standard on the Boss series. That's because the rear tires were so big, they interfered with trunk space.



A rear wing spoiler and sports slats were not part of the Boss 429 legacy, but they can be added.

scoops were eliminated on all Mustang fastbacks.) The Boss 429 had no stripes, and neither the rear spoiler nor the rear sports slats, introduced on the Boss 302, were ready when production began. In fact, Boss 429s were such specially built cars, options were mandatory and didn't include the slats and rear spoiler.

The Boss 302 was continued into the '70 model, with a new striping pattern on the fastback body style that was virtually a carryover from the '69. Likewise, the Boss 429 was continued for the '70 model, and except for the overall shape of the Mustang, the Boss Nine formula remained the same.

In the Trans-Am, Ford was still waging an all-out war, and it conquered,

bringing home the Manufacturer's Championship for the '70 season. That's why, despite the all-new, longer, lower, wider body style slated for the '71, a new Boss 302 was planned for production. Not until January 1970 did the division pull the plug on factory-backed racing. When it got out, it got out with both feet, just as it had gotten in eight years earlier.

With the demise of the racing program died the need for a Boss 302, but

in 1970 Ford had also ended production of the Shelby GT series. Racing was out, but the horsepower theme was still used to sell new Mustangs, so why not continue the Boss series as the performance leader of the lineup? It made sense, and Ford introduced its Boss 351 for 1971 as a regular-production fastback. Why 351 cubes instead of 302? While Ford planned the new Boss small-block for 1971, the SCCA had a change in its rules that allowed

'69-'70 Mustang Boss 429 Sportsroof

PRICE

New	\$4868
Value Today	\$48,000

STANDARD EQUIPMENT

'69: Boss 429 engine; 4-speed closed-ratio transmission with Ford shifter; unique competition suspension with staggered rear shocks; large rear sway bar with links that mount under the rear axle; 3.91:1 Traction-Lok rear axle; 15x7 Magnum 500 chrome wheels with large-style hubcaps; unique front spoiler; Visibility Group; 8000rpm tachometer; power front disc brakes, power steering (with oil cooler); deluxe black interior; driver-controlled Ram Air induction system.

'70: Same as the '69 with some additions: Autolite electronic rpm limiter; Hurst T-handle shifter in place of the Ford shifter; small-style hub caps; Convenience Group; deluxe interior or semideluxe interior.

DIMENSIONS

Wheelbase	108.0 in
Front Track	59.5 in
Rear Track	59.5 in
Overall Height	50.4 in
Overall Width	71.8 in
Overall Length	187.4 in
Curb Weight	3870 lbs
Fuel Tank	22 gals

CHASSIS/SUSPENSION

Front	Independent; single lateral arm with drag strut; coil springs; shocks mounted above upper arm.
Rear	Hotchkiss drive design; semi-elliptical, 4-leaf, 53x 2.50-in springs
Shocks	Gabriel direct-acting tube type, staggered in rear
Stabilizer	Front: Link type; steel; 0.94 in diameter Rear: Link type; 0.62 in diameter
Tires	F60x15 fiberglass-belted
Wheels	15x7 Magnum 500

Steering	Type: Recirculating ball and nut with linkage; power assist Gear ratio: 16.0:1 Overall ratio: 20.32:1 Turning circle: 37.6 ft, curb to curb Turns lock to lock: 3.74
Brakes	Front: disc; 11.3 in diameter; power Rear: drums; 10.0 in diameter

ENGINE

VIN Code	Z (fifth digit)
Type	90° V8; OHV
Cylinder Block	Cast iron
Cylinder Heads	Aluminum
Crankshaft	Forged steel
Bore & stroke	4.36x3.59 in
Displacement	429 ci
Compression	10.5:1
Intake Manifold	Aluminum
Carburetor	735cfm Holley
Distributor	HD double breaker; centrifugal and vacuum advance
Horsepower	375 @ 5200 rpm
Torque	450 lb-ft @ 3400 rpm
Valves	Intake: 2.28 in Exhaust: 1.90 in

TRANSMISSION

Ford Top Loader; 4-speed manual; synchronized in forward gears

SHIFTER

Hurst with T-handle

AXLES

Semifloating; straddle-mounted pinion

DIFFERENTIAL

Rear conventional with 9-in ring gear and 31-spline shaft

AXLE RATIO

3.91:1 Traction-Lok

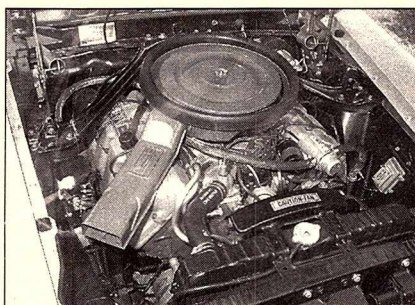
PERFORMANCE

0-60	7.1 sec
1/4-mile	14.09 sec @ 102 mph

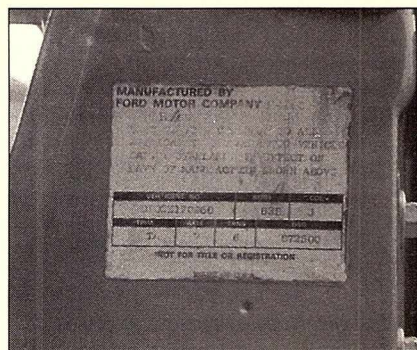
BOSS RETROSPECTIVE

deboring or destroking a production block to fit under the 5.0-liter (305ci) limit, so it made street sense to go with a torquier, bigger-horse 351, complete with canted-valve Cleveland heads, four-bolt mains and forged innards.

The '71 was a street Boss through and through, even though the company did not race this new Mustang on the track in the Trans-Am series.



Here is a 100-percent-stock Boss 429 engine compartment. Most hot rodders tossed the Thermactor smog-control system, which is worth big bucks today.



The '69 and '70 Boss 429 came with a unique, consecutive-unit "KK" (for Kar Kraft) number in addition to the Ford VIN, which is printed on the Vehicle Certification Label on the '70. The '69 came with a metal tag on the inside edge of the door instead of the label.

'71 Mustang Boss 351 Sportsroof

PRICE

New \$4101
Value Today \$23,500

STANDARD EQUIPMENT

Boss 351 engine with Autolite electronic rpm limiter; 4-speed manual transmission with Hurst shifter; competition suspension with staggered rear shocks; rear stabilizer bar and variable-ratio power steering; 3.91:1 Traction-Lok rear axle; 15x7 wheels with hubcaps/trim rings; Instrumentation Group (in-dash tachometer, oil pressure, amp and temperature gauges); power front disc brakes; dual Ram Air induction with NASA scoops; dual racing-type mirrors; black front spoiler; Mach 1 grille with sport lamps; Mach 1 urethane front bumper; standard interior.

DIMENSIONS

Wheelbase	109.0 in
Front Track	61.5 in
Rear Track	61.0 in
Overall Height	50.1 in
Overall Width	74.1 in
Overall Length	189.5 in
Curb Weight	3560 lbs
Fuel Tank	20 gals

CHASSIS/SUSPENSION

Front	Independent; unequal-length control arms; coil springs; antiroll bar
Rear	Hotchkiss drive design; semi-elliptical leaf springs; antiroll bar
Shocks	Gabriel direct-acting tube type, staggered in rear
Stabilizer	Front: Link type; steel; 0.94 in diameter Rear: Link type; 0.62 in diameter
Tires	F60x15 fiberglass-belted, Goodyear polyglass

Wheels	15x7; stamped steel
Steering	Recirculating ball and nut; variable-ratio Turning circle: 39.8 ft, curb to curb Turns lock to lock: 3.4
Brakes	Front: disc, 11.3 in diameter; power Rear: drums; 10.0 in diameter

Engine

VIN Code	R (fifth digit)
Type	90° V8; OHV
Cylinder Block	Cast iron
Cylinder Heads	Cast iron
Crankshaft	Forged steel
Bore & stroke	4.00x3.50 in
Displacement	351 ci
Compression	11.7:1
Intake Manifold	Aluminum
Carburetor	750cfm Motorcraft 4-barrel
Distributor	HD double breaker; centrifugal and vacuum advance
Horsepower	330 sec @ 5400 rpm
Torque	370 lb-ft @ 4000 rpm
Valves	Intake: 2.19 in Exhaust: 1.71 in

TRANSMISSION

Ford Top Loader; 4-speed manual; synchronized in forward gears

SHIFTER

Hurst with T-handle

AXLES

Semifloating; straddle-mounted pinion

DIFFERENTIAL

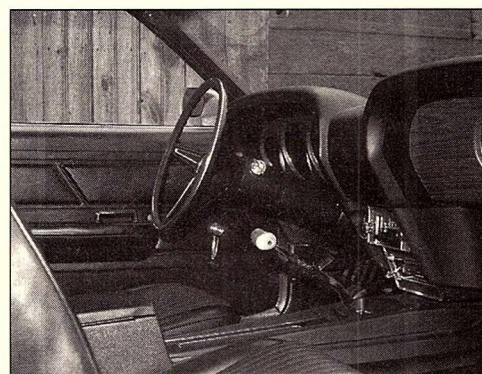
Rear conventional with 9-in ring gear and 31-spline shaft

AXLE RATIO

3.91:1 Traction-Lok

PERFORMANCE

0-60	5.8 sec
1/4-mile	14.1 sec @ 100.6 mph



Here's a gorgeous, stock '70 Boss 429 interior, which is muscular heaven for Mustang enthusiasts.



Boss 429s came with an 8000rpm tach in-dash.



The battery was relocated to the trunk on the Boss 429.

10 QUESTIONS WITH LARRY SHINODA

Larry Shinoda is nothing if not controversial. He was controversial when he was hired at Ford, and he is controversial today as he puts together a '94 Boss/Shinoda Mustang and talks about his days at Ford and General Motors.

He came to Ford from GM and Chevrolet, where he had worked with Vince Piggins on the Z/28. His contributions there are well recorded: the Corvair Monza GT show car (with rear window louvers), the '59 SS Sting Ray racer, the '63 split-window Corvette and many more.

Larry's career stretches back to 1955, when he went to work for Ford Motor Company right out of the Art Center College of Design. After one year under Gene Bordinant, he moved over to Packard before going to Chevrolet.

There's no question that Larry is a talented designer, and his career peaked right in the heart of the performance '60s when he became super-productive, helping bring to market the Boss 302, the Fairlane Talladega, the Cougar Eliminator, the Cyclone Spoiler, the Cyclone Spoiler II and many others.

If it was performance that Ford created between May 1968 and September 1969, Larry Shinoda had at least a part in designing it. The Boss 302 was practically his baby, as you'll see when we zero in on The Boss and Larry.



In 1955, Larry won the first NHRA Nationals at Great Bend, Kansas, in the Fuel Roadster class. That's a '29 Model A.

M&F: Why did you come to Ford from GM?

Larry: Henry Ford II hired Bunkie Knudsen as president of Ford on March 1, 1968, and my Boss needed me. I'd done a lot of good work for Knudsen, like the '60 Pontiac, the '63 Stingray and all the show cars. I was supposed to start at Ford on March 14, but there was a lot of resistance, and I didn't start until May 15.

M&F: Why was there resistance?

Larry: Evidently, Bordinant didn't want me. He had hired me in 1955, but I don't think he liked the idea in 1968. I can't tell you why, other than it was just dumb. He was probably just scared for his job. Plus, I came in there as kind of Knudsen's hired gun. He didn't like that.

M&F: What did you do at Ford?

Larry: When I got to Ford, my first job was the Boss 302, which came across as a profit-improvement program. The designers called it the SR-2, which stood for Sedan Racing, Group 2. They had a big clunky SR-2 die casting made



Larry (right) with another Boss, his boss at both GM and Ford during the Boss Mustang era. This picture was taken at the 61st Chicago Auto Show in March 1968.

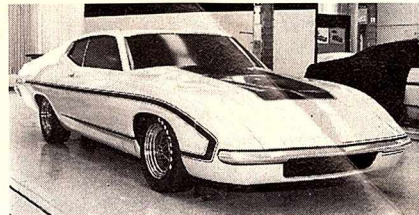
for the door, "SR-2" on the upholstery, a large "SR-2" gas cap, grille work across the rear tail-light-panel cove and big, fake, die-cast, dual-exhaust outlets. I tore all this stuff off, including the sidescoops, which were stock on the '69 fastback. They were also using 5-inch-wide wheels, which were stock for the base Mustang. They hadn't awakened yet. They didn't know there were wider wheels. When we forced the issue and put 7-inch-wide wheels on it, the engineers liked it, but the bean counters nearly had a heart attack because they didn't realize modern-day cars had wider wheels.

M&F: We know you penned the stripes for the Boss 302, but tell us how you came up with the name and got Ford to use it.

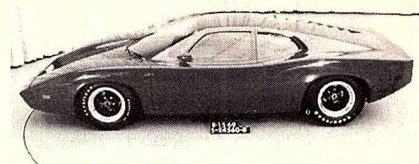
Larry: The name is like the name on the building. It is four letters, like *Ford*, and I used to refer to Knudsen as Boss. He didn't have any objection to the name, but he never did fight for it. I made a concerted effort to use the name, and finally when it didn't look as if it was going to happen, I sent a telegram to Chalmers Goyert, who was in charge of doing the "name letters" for Mr. Ford. Goyert would list the names, and Mr. Ford would look the names over, initial the one he wanted, and that's how it happened. There wasn't a name that went on a Ford car that wasn't approved by Mr. Ford. The telegram was delivered on December 7, 1968. In it, I told him [Chalmers] not to look up in the sky, because he might be hit by a flying object. I signed it, "The Rising Sun." Evidently, Chalmers was very upset by the telegram, and he called Mr. Ford, who told him not to worry and that Boss was a pretty good name. Knudsen told me later that on the following Monday, at a meeting, Mr.



In 1969, Larry wore a Boss button on his suit coat that read, "Think Boss."



The King Cobra was another Shinoda inspiration. It didn't make production, however.



Larry's Mach 2C also didn't make production. He feels it would have outsold the Pantera.

Ford asked Chalmers where the name was they had discussed. Chalmers didn't answer him, and Mr. Ford wrote in "Boss 302" and initialed it, and that's how the name came to be.

M&F: You're responsible for the rear wing, the front spoiler and the rear-window sports slats.

Larry: Yes, the sports slats, rear spoiler and front chin spoiler are mine. I'd first done the slats on the [Corvair] Monza GT show car for GM. This was sort of a production version of them. Later, Lamborghini copied them for its Muira. The slats are really nothing more than Venetian blinds, which were invented by Leonardo da Vinci. For the rear spoiler, I just figured we'd do a wing shape, and it looked strange until we bent the tips down, then it looked great. The front spoiler was kind of a no-brainer. We bent up some metal, and that was the shape we wanted, and we made the spoilers out of ABS.

M&F: Did these meet much resistance at Ford?

Larry: Everything met with resistance at Ford. My mere being there met with resistance.

M&F: The rear spoiler was a piece homologated for the Trans-Am series, right?

Larry: Yes, but talk about resistance! The spoiler was homologated, but Ford didn't use it the first year, 1969, for the Trans-Am. It didn't think it would work. It would fight just about anything that was progressive.

M&F: Did you own a Boss 302 in those days?

Larry: The car I owned wasn't really a Boss 302. It was a 428 Cobra Jet that had been converted into a Boss. It had Boss stripes, but no Boss 302 logo. I had the engine and transmission pulled and blueprinted. It was lowered like the Boss. Wheel flanges were trimmed. It had 10-inch wheels on the rear and 7-inch ones on the front. It had all the suspension pieces, a large-diameter rear rollbar, and all the handling stuff like the race cars. It was basically a Trans-Am car, but it was an automatic, it was a 428 CJ, and it was faster than a Boss 429 by quite a bit. I bought it after I got fired, and then I sold it.

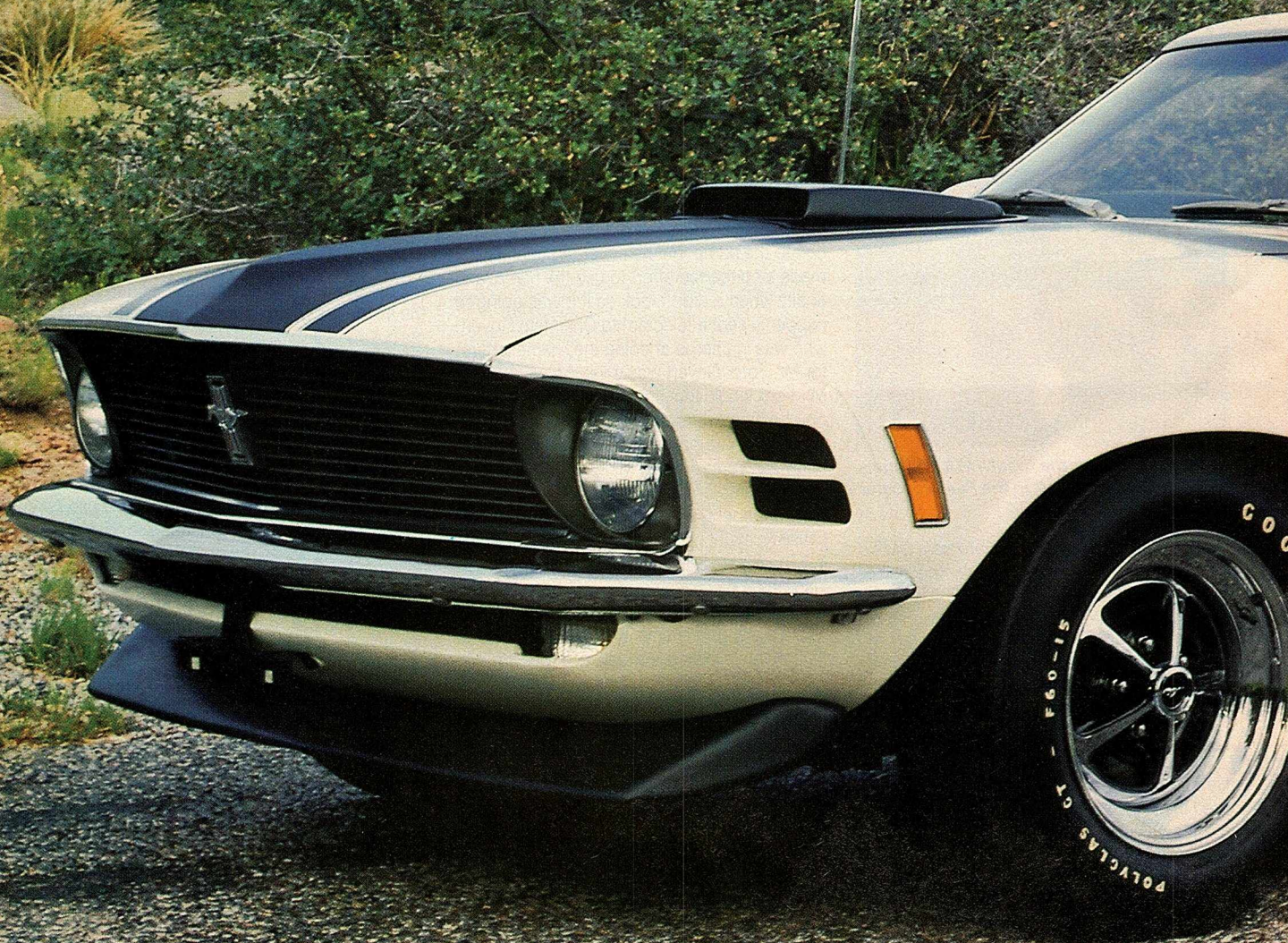
M&F: When were you fired and why?

Larry: I got fired because Knudsen got fired. He got fired right before Labor Day 1969, and I was in Europe. They fired me for no good reason. Bordinant didn't like me. It was up to him.

THOROUGHbred RESTORATION

In the World of Mustang
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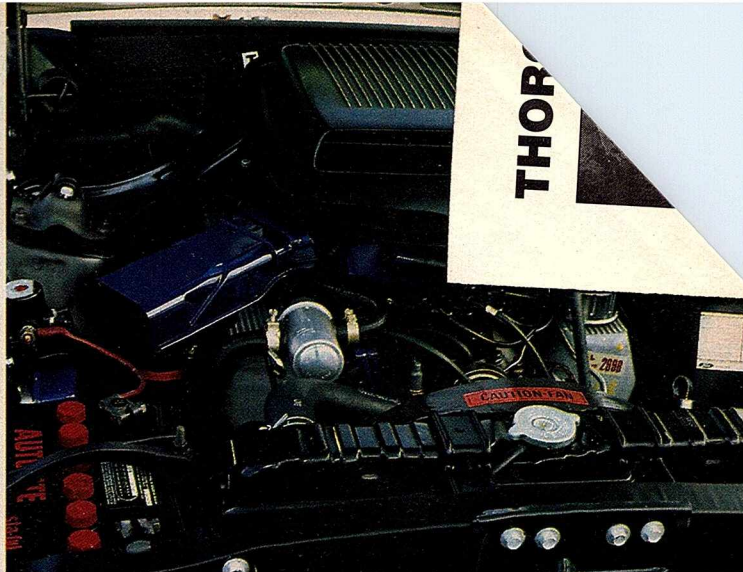
The
BOSS
YEARS



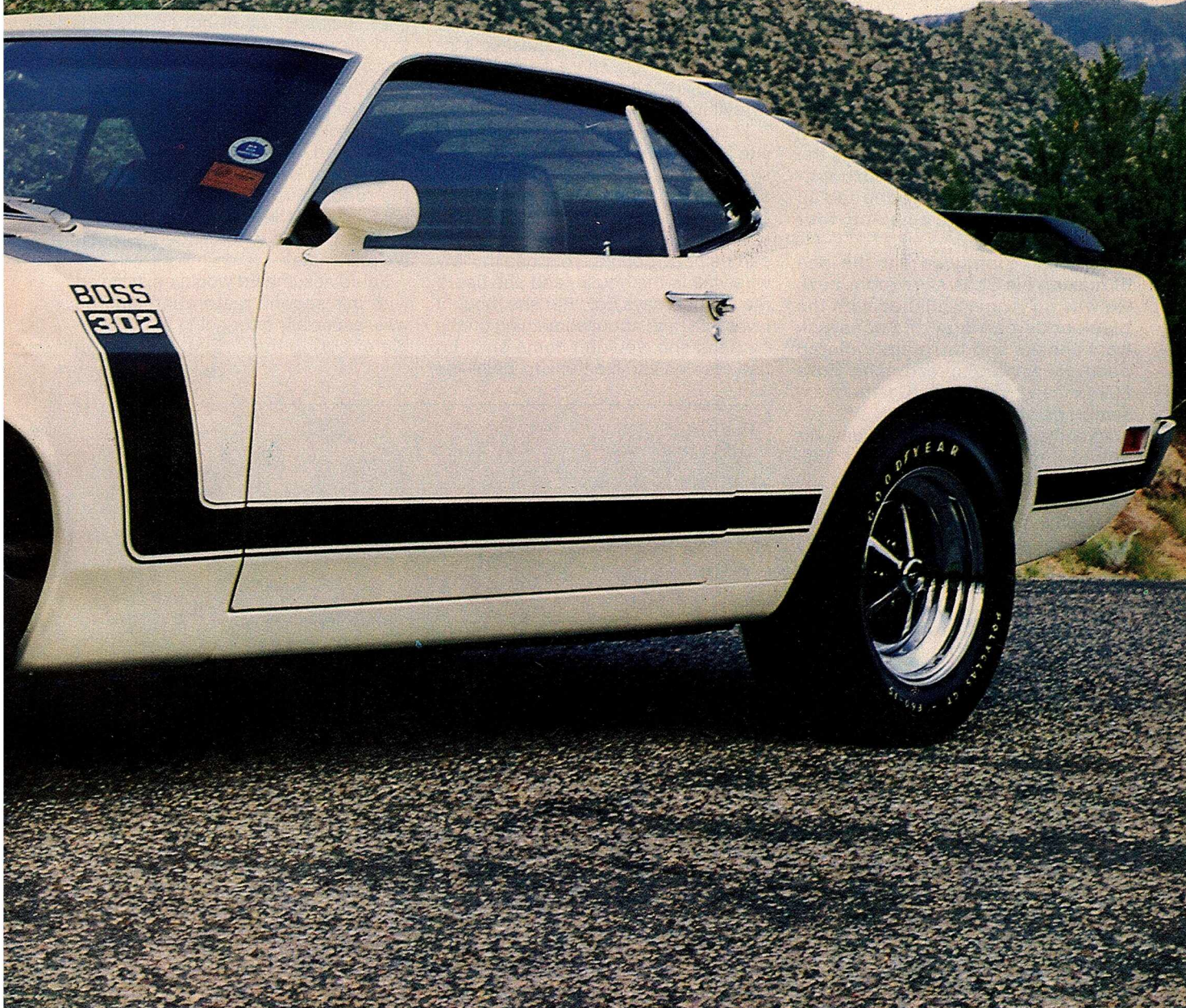
By Jerry Heasley

When Houston's Ed Hockaday bought this '70 Boss 302, he didn't even know that the Mustang Club of America existed, so he had no intention of building a Gold-certified, MCA Thoroughbred, national show champion. Ed was no stranger to Mustangs, having owned a '65 GT350, but his idea of restored meant a chassis that was painted black, a sharp paint job and interior and detailing of the engine and undercarriage.

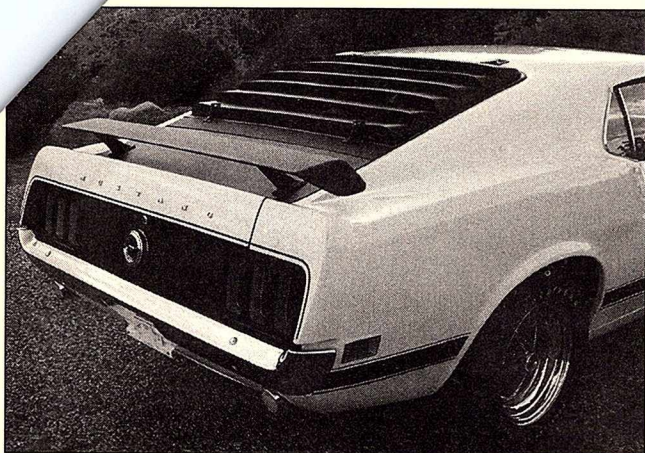
Then after taking Fifth Place in the huge 1500-car Houston Autorama, Ed noticed a business card clamped under the wiper on his windshield. It read, "Are you the same Ed Hockaday that owned 5S463?" Ed was, so he called the card's writer, who turned



Ed's engine is a model of a concours restoration, which is the purpose of restoring something to Thoroughbred. When the parts are correct, original and vintage, there can be no question as to authenticity.



THOROUGHbred RESTO



In 1970, Chevrolet had its Z/28, Dodge had its Challenger T/A, Plymouth had its AAR 'Cuda and Pontiac had its Firebird Trans Am. However, none of these Trans-Am/street ponycars were as wild looking as the Boss 302, and for one major reason. Nobody else had a fastback body style to sport a set of rear window louvers.

Ed's '70 Boss 302 comes with the optional shaker hood scoop for ram air. There's no question today that the base of the windshield is the highest-pressure area along the hood for intaking air. However, the shaker rams air into the carburetors, so it works. And probably no hood scoop in history looked better.

out to be the owner of his old Shelby. The Shelby owner was an MCA member, and he explained some of the parts that weren't stock on Ed's Boss. Ed listened, learned, joined the MCA and consumed every bit of information he could to make his Boss 302 a stock show champion. This was the start of The Great MCA Thoroughbred Quest, which proceeded in stages through an amazing four restorations.

Ed became intrigued with the idea of making his Boss showroom-new. He was no longer satisfied with the black undercarriage, the nonstock Koni shocks and the metal-colored paint. He wanted to restore his Boss 302 to the way it left the Dearborn assembly plant in 1970.

After the first restoration, Ed took his 302 to Pensacola, Florida, in 1989. "There were seven cars in class," he says, "and of the seven cars there, I figured I was the Seventh-Place car. But I got Second Place. I felt pretty lucky."

At a regional MCA show, Ed took First Place, then trailered the car from Houston to Albuquerque for a Grand National and brought home another First. The bad news was that somebody left a red rag on the roof of Ed's white Boss 302. It was 108 degrees Fahrenheit outside, and the sun burned the rag's chemicals into the paint, leaving a bright orange square.

The second restoration started out as a simple paint matchup to repair the damage left by the rag. But white is hard to match, and the partial repaint turned into a full-blown restoration. "We finally had to strip the complete car," Ed explains. "Then since we were

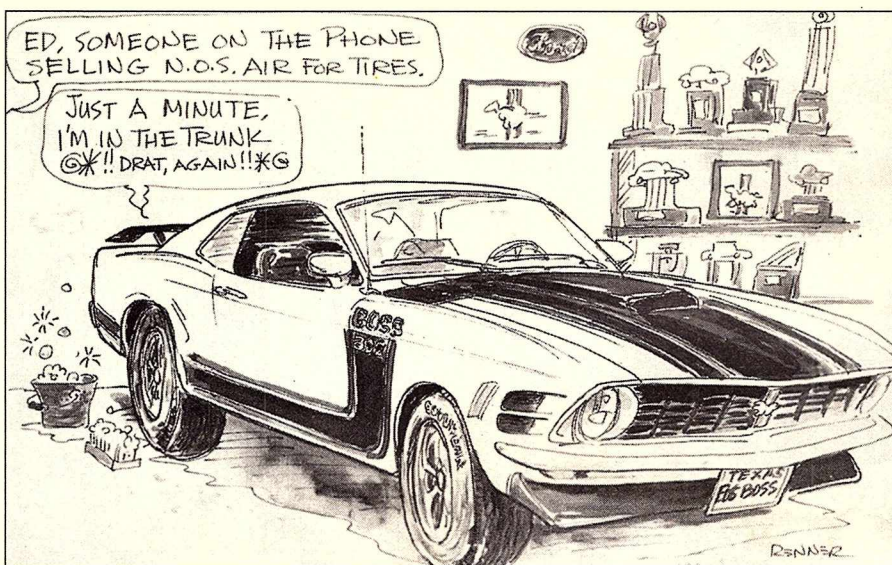
going to this much trouble, we pulled the engine, doors, windows and everything out of the Boss 302, pushed it into the body shop where it spent three and a half months and eventually redid everything on the car."

This is when Ed really started getting into N.O.S. parts, including an exhaust system, fan belts, an oil filter and shock absorbers. He installed the N.O.S. Autolite shocks himself, which is when he learned that restoring alone can be hazardous to your health. "My wife was in the house, and she heard me yelling," says Ed. "But she thought I was just mad about something on the car, and she wouldn't come out." Ed had crawled into the trunk to install the

rear shocks when the decklid dropped shut. It was Houston-hot and humid, and during the 40 minutes Ed was trapped in the pitch-black trunk, his mind waxed philosophical. He wondered why he couldn't have taken up stamp collecting, why he wasn't at the beach and finally, what water tasted like. At last a neighbor walking down the road heard his muffled cries for help. Ed had the keys to the car in his pocket and had to force them through the rear seats.

You'd assume Ed would be satisfied with this second restoration, and he was, especially after going to the trouble of curing the O.E.M. paint in an

(continued on page 31)



While Ed was installing a set of N.O.S. Autolite shock absorbers, the decklid fell shut, trapping him inside the trunk for about 40 minutes before a neighbor rescued him. To commemorate the incident, Bill and Paul Neal commissioned this cartoon as a 40th birthday present.



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351W	\$203.24	\$341.87
460	\$300.21	\$508.44

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ENGINE TYPE	CAST	TRW FORGED
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351W	\$109.99	\$279.99
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ENGINE TYPE	CAST	MAGNUM FORGED
302	\$357.99	\$497.99
351W	\$369.99	\$509.99
460	\$517.99	\$647.99

CRANKSHAFT ASSEMBLY

Pistons pressed on rods

INCLUDES: RHS precision ground crankshaft (cast) • Pistons (forged or cast) • RHS High Energy rods (includes new bolts) • Rings (moly top) • Clevite 77 rod/main bearings • Plastigauge

ENGINE TYPE	CAST	FORGED
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351W	\$359.99	\$509.99
460	\$519.99	\$639.99

CRANK & CAM ASSEMBLY

Pistons pressed on rods

INCLUDES: RHS precision ground crankshaft (cast) • Pistons (forged or cast) • RHS High Energy rods (includes new bolts) • Rings (moly top) • Clevite 77 rod/main bearings • Plastigauge • Clevite 77 rod and main bearings

ENGINE TYPE	CAST	FORGED
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351W	\$359.99	\$509.99
460	\$519.99	\$639.99

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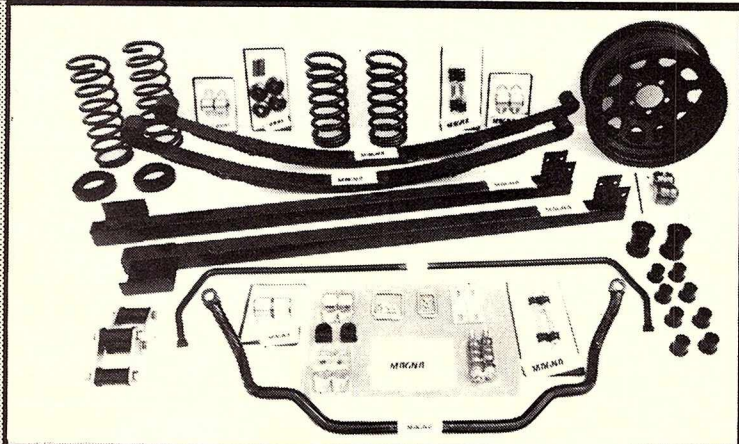
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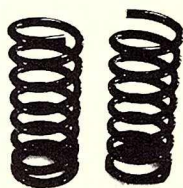
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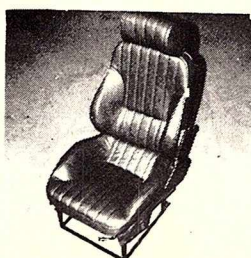


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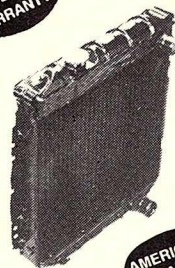


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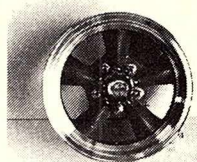
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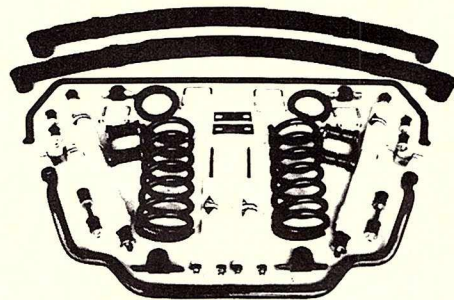
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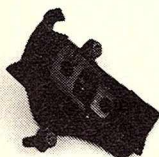


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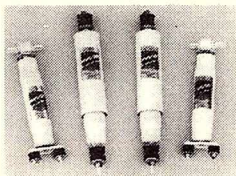
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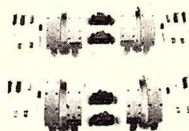
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5 LEAF
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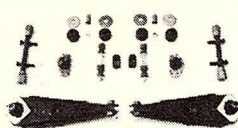
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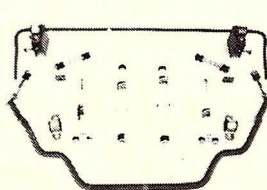
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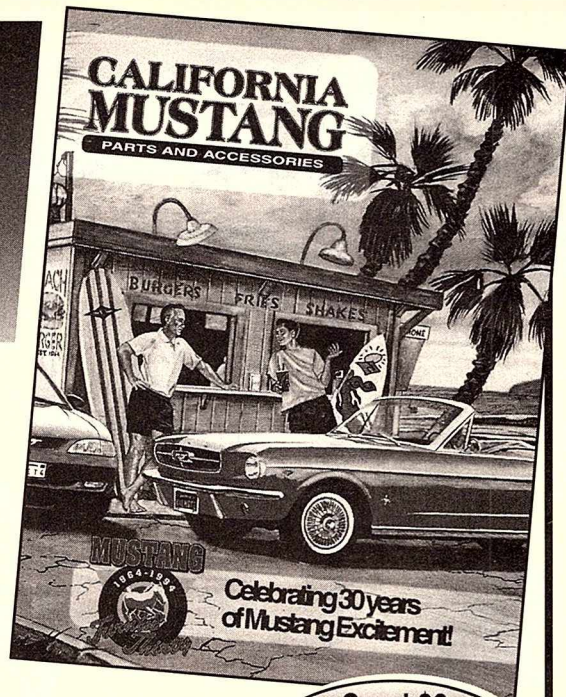
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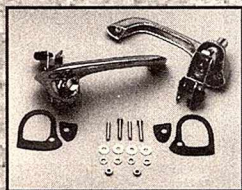
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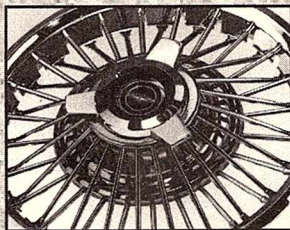


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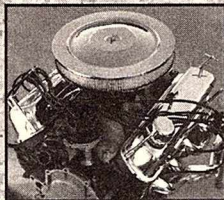
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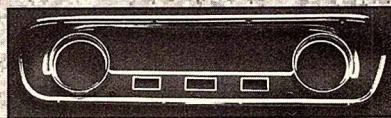
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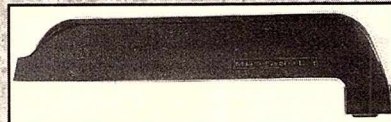
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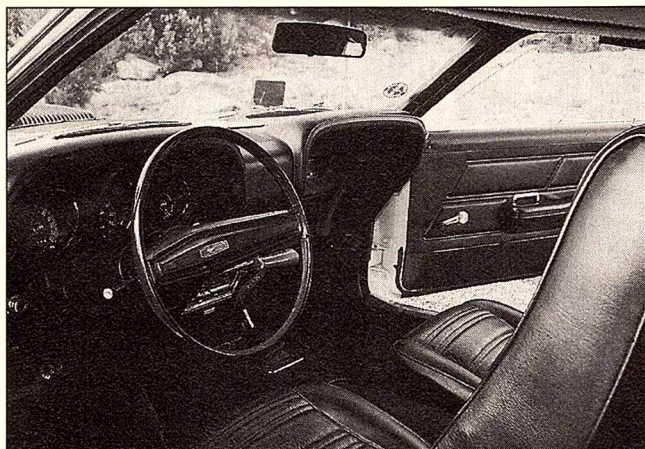
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THOROUGHbred RESTO



When the MCA says "Thoroughbred," it means a Mustang with totally original parts. The parts don't have to be N.O.S. They can be used, but they can't be reproduction, either from the aftermarket or Ford Motor Company.

oven just as Ford did at the Dearborn plant. But he kept gathering N.O.S. parts and wanted to install them, which set off the third and fourth restorations. Ed just kept replacing more and more parts until he had a virtually N.O.S. Boss 302.

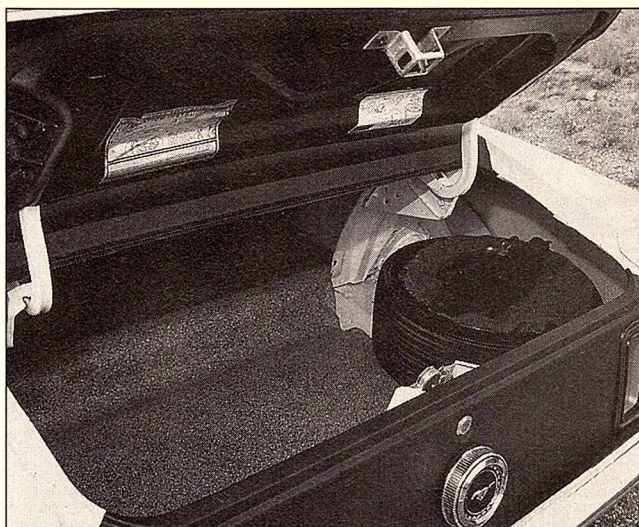
He was fortunate to have help from four MCA gold-card judges: David Talley, Bill Jester, Bill Neal and Bob Ramsey.

To qualify for MCA's Thoroughbred class, nothing on the car could be reproduction. If it isn't N.O.S., it must be in like-new condition. The interior is basically all original, and it was in great shape. Ed began with a very nice

25,000-mile original Boss. The Goodyear polyglass GT F60x15s are O.E.M., although not strictly N.O.S. Ed admits these tires had between 800 and 1000 miles of use when he found them, but they look sparkling new.

The final restoration finished off the car, leaving everything N.O.S. or like-new from bumper to bumper. Would you believe it has N.O.S. upper and lower front control arms, a new Series 24F Autolite battery, a complete N.O.S. power-steering system, complete N.O.S. exhaust, an N.O.S. trunk mat and hundreds of other N.O.S. parts and pieces?

It took Ed forever to find one of



Ford installed a space-saver spare tire because the huge 60-series Goodyear 15-inch would have taken up too much room in the tiny trunk.

those Dearborn radiator caps that came only in Dearborn cars. Even the 55-amp battery is N.O.S. from the Boss Exchange in Columbus, Ohio. It's no wonder Ed has documented more than 3500 hours in this car. Not only is everything mint-used or N.O.S., every date code on the car precedes the car's build date. That's the kind of attention that goes into an MCA Thoroughbred Mustang.

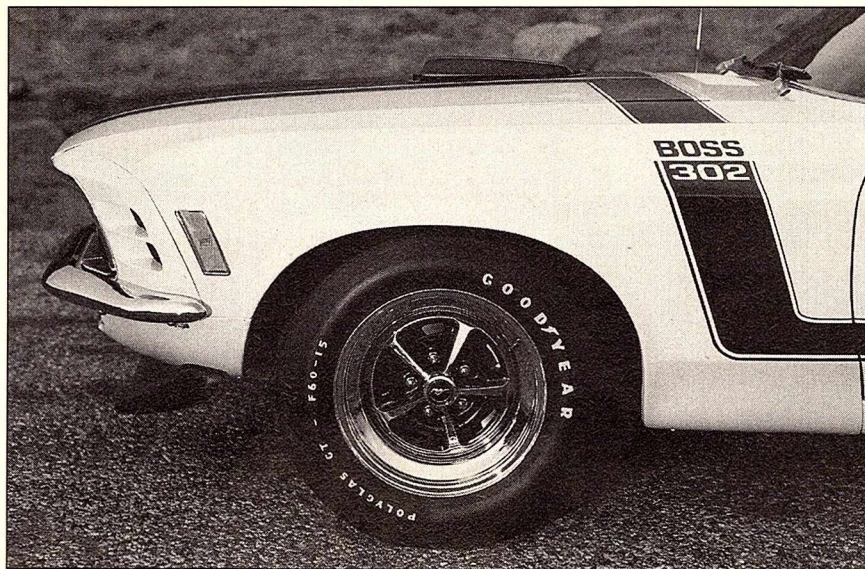
THE BOSS

By 1970, Detroit had tried just about every stripe and scoop imaginable, but the Boss 302 introduced a concept never seen on an American production car: rear window louvers. The fastback was cataloged as the Sportsroof, so the unique blinds on the sloping backlite were termed "sportslats." More than any other feature, the sportslats set the car apart from other vehicles on the road.

In reality, sportslats are but a form of venetian blinds. But when Larry Shinoda first showed them to Ford managers, they almost had heart attacks. "You can't put those on a production car!" they screamed.

From outside, the slats appear to block rear vision, but the driver has a clear view of the road through his rear-view mirror. They function to block the sun's rays and hold down temperatures inside the cab.

Once Ford management saw that they worked, Shinoda's sportslats were approved for production. Of course, they added to the performance looks and were a profitable option, too.



It's hard to believe, but before Larry Shinoda arrived, Ford had planned to use conventional skinny tires on its Trans-Am ponycar for the street, which would have been named SR-2 for Sedan Racing, Group 2. Switching to the new Goodyear F60/15 polyglass wide ovals meant that Boss cars had to come with specially radiused fenderwells for tire clearance.

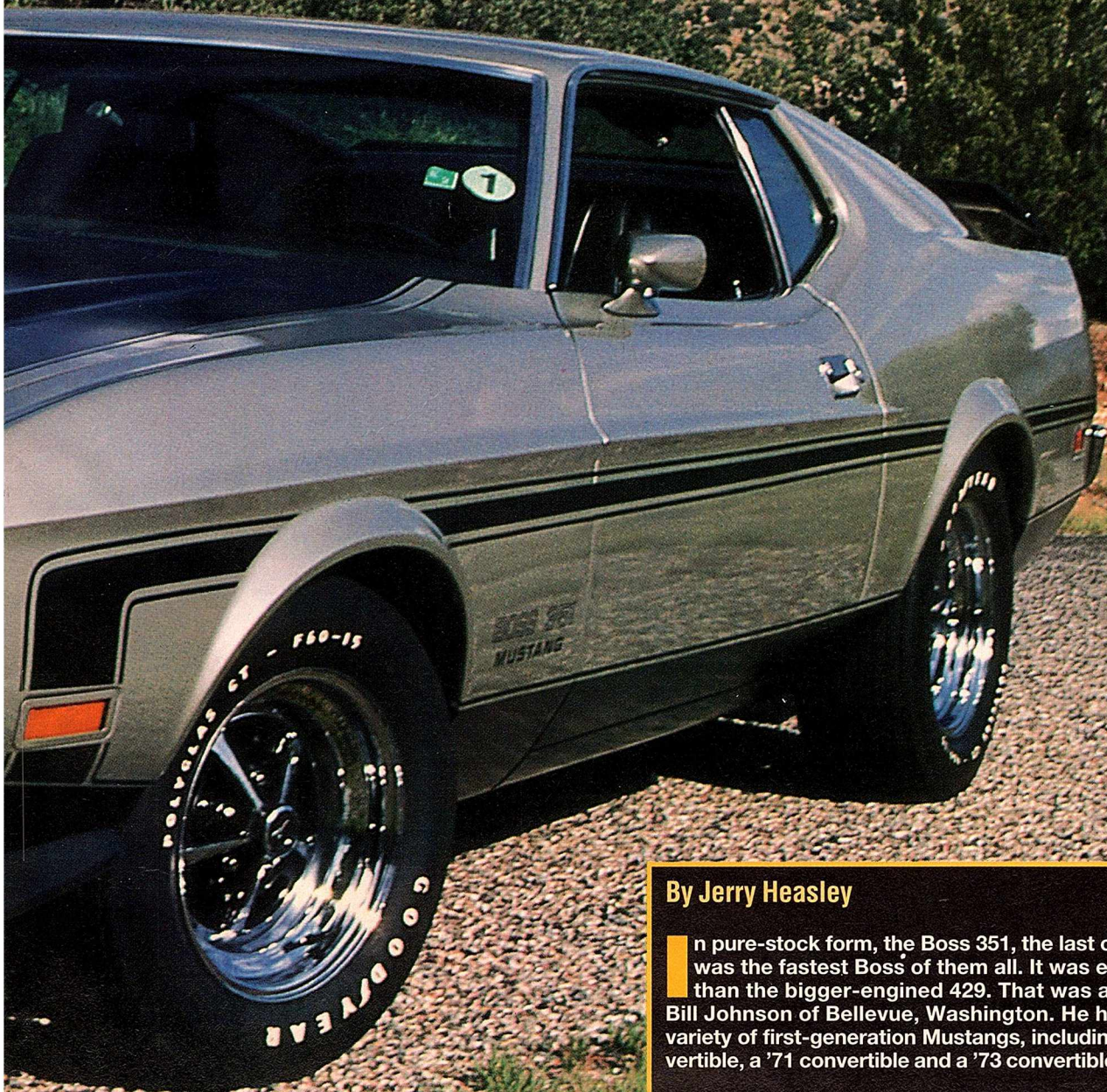
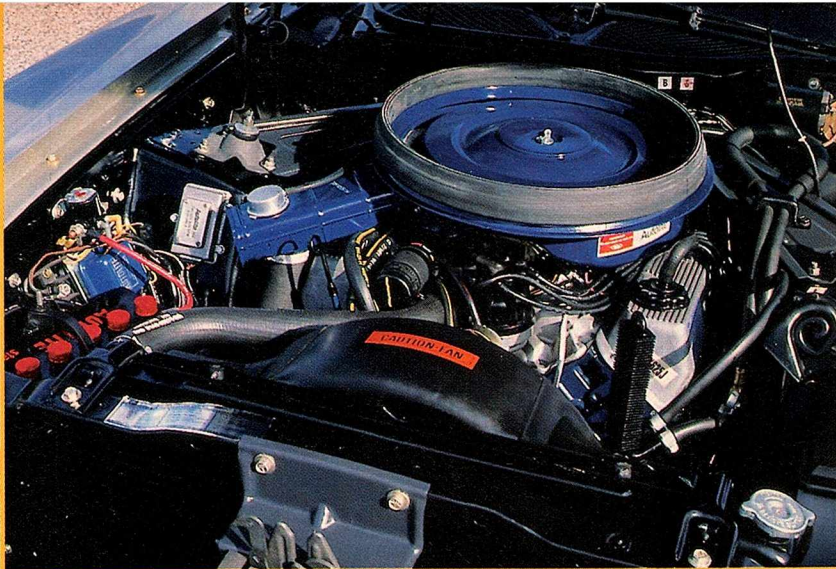
PUREBRED PRIDE

Take a Look at
One of the Finest
Thoroughbred Boss
351s Ever Restored

The
BOSS
YEARS



What the original Boss 302 needed was cubic inches to take care of its huge canted valves. That's what the car got in 1971, when the 302 Windsor was replaced with a 351 Cleveland. The 302W actually had 351C heads. The result was much better low-rpm torque and vastly superior horsepower.



By Jerry Heasley

In pure-stock form, the Boss 351, the last of the breed, was the fastest Boss of them all. It was even quicker than the bigger-engined 429. That was a big deal to Bill Johnson of Bellevue, Washington. He has owned a variety of first-generation Mustangs, including a '65 convertible, a '71 convertible and a '73 convertible. ➤

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PUREBRED PRIDE

Actually, Bill tried to buy another '71 convertible, a very rare 429 Cobra Jet, but the price got too wild, and he decided that the 351 Boss was a better overall package, anyway. Of course he favors the '71-'73 series. "I like the flowing lines and obviously the comfort," he says. "To me, it's a nicer vehicle than the '65-'70 Mustangs. The '71-'73 series Mustang handles like a dream, and it's easy to work on under the hood. For those reasons, I really like the '71-'73 best."

The Boss 351 was a natural buy for Bill, and he trekked to Texas to come up with a rust-free example. When he started restoring the car, rust popped up in the cowl and floorpan. The taillight panel also needed replacing, but Bill told us that he's hardly seen a '71-'73 that didn't need new sheetmetal in the back.

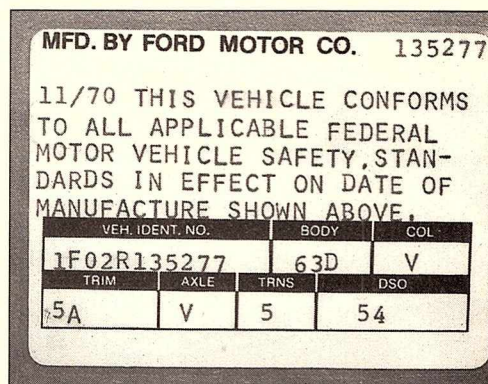
With the rust taken care of, Bill set his sights on a concours restoration and completed the job in time for a huge Mustang car show in Washington

July 1993. Bob Perkins, known as the Big Boss Man for his expertise and collection of N.O.S. cars and parts, came to judge the show. Says Bill, "Bob got me aside and said, 'You know, you've got to do something with this Boss 351. It's so close to Thoroughbred.' He thought it was the best Mustang in the whole show. I had never thought about Thoroughbred. We don't have Thoroughbred cars up here. No one considers it. Bob kept talking to me, and he came out to Larry Berkovich's shop in Snohomish, Washington. Larry and I have been heavy competitors, and he does some fabulous restoration work. Larry and Bob had become quite good friends, and we got down with the car and made a video of Bob going through and saying do this, this, this; and by the time we were finished, I could see it might cost a thousand or so [laughs], but it cost about another \$6000 in parts and labor to shoot for Thoroughbred, which took us about a month and a half in Larry's shop. The next stop was the Battle of the Bosses in Albuquerque, where we found some things that needed to be done, and we've done them."

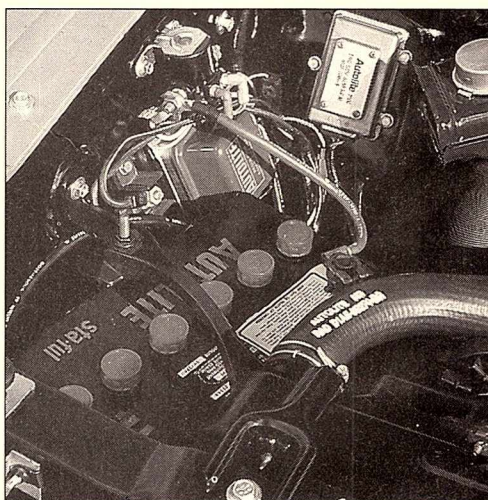
The result is one of the finest '71 Boss 351s in the country. Light Pewter Metallic with black stripes, Bill's Boss comes with the optional Mach 1 sports interior, which really dresses it up. The interior consists of bucket seats with knitted vinyl inserts and accent stripes, a deluxe three-spoke steering wheel, an electric clock, molded door-trim

panels, a rear ashtray and deluxe black and woodgrain instrument-panel appliques.

Bill found the original build sheet in his car, and for the concours restoration—and the Thoroughbred class later—he wisely did not alter the options that were on the original. He was tempted to add a fold-down rear seat, but restored the car the way the factory assembled it.



The Vehicle Certification Label appears on the driver door. Notice the VIN's fifth character, "R," which indicates the Boss 351. "V" is for the 3.91:1 Traction-Lock axle. Of course, the trans is a four-speed. Every Boss was strictly single-purpose, high-performance.

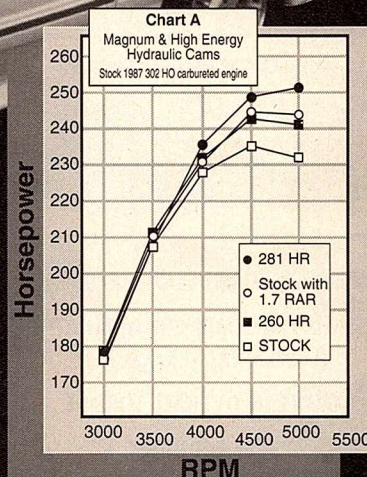


Although the battery is not concours (a Thoroughbred point deduction), this '71 Boss 351 is otherwise a model for a concours restoration, whether you're going back to Thoroughbred or simply to original condition.

The other options are an AM/Eight-track Stereosonic, tinted glass, power steering, a console and Magnum 500 wheels. Everything else you see is standard equipment for the Boss 351, such as the instrumentation group, which consists of an in-dash tachometer and oil pressure, amp and temperature gauges housed in a

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270HR Magnum Cam	35-420-8
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Springs	986-16
1.6 Magnum Rockers	1431-16
*1.7 Magnum Rockers	1450-16
1.6 Pedestal Mount Rockers	1052-16
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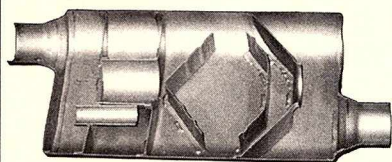
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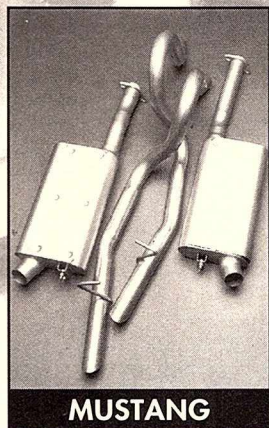
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PUREBRED PRIDE

triple-pod cluster in the center of the instrument panel.

Bill lucked out and found a restorer who had ordered brand-new parts to restore his '71 Mustang, including many parts in common with this particular Boss 351, such as the seats, the wheels, the ashtray and much more. Inside and out, the car feels new.

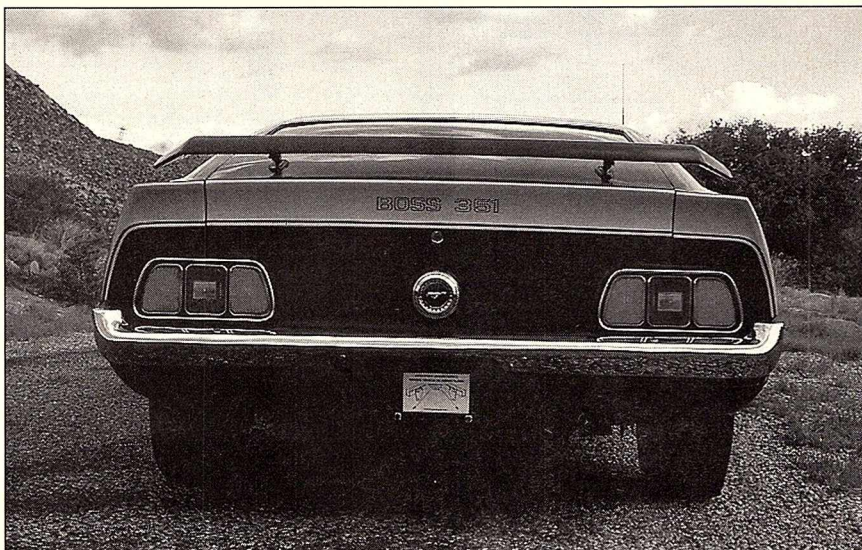
Bill chooses to trailer his Thoroughbred to local and national shows, taking many first-place awards, of course. He does crank it up once in a while and admits to several Bonsai launches that pin him in the seat. In Bill's mind, the Boss 351's performance is superior to that of the Boss 429 or 302, not to mention the 351's greater comfort and handling, and the sportier looks. ●



Bob's Boss 351 came with the optional Magnum 500 rims. For the '71, Ford styled its car to accommodate wide oval tires, so there was no need to radius the wheelwells on the specialty high-performance models. The side stripes and front spoiler were also standard.



One casualty of the Boss formula was rear sportsrats, which didn't work well on the radical new fastback. The rear backlite is almost horizontal with the ground, making rear-window louvers impractical.



Boss staples visible from the rear are the rear wing spoiler and the blackout rear tail-light panel. Ever wonder why Ford didn't use the new pop-open gas cap on the '71 Boss? Ford reserved it for the Mach 1.



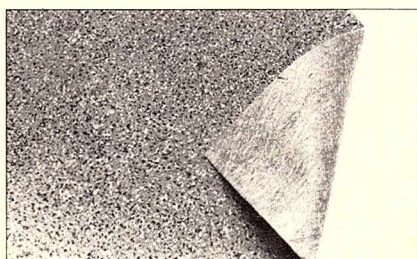
NEW 1994 CATALOG!

- 184 Pages
- Over 800 Photos
- Packed with 1964 $\frac{1}{2}$ -73 Mustang Parts and Accessories



ONLY OUR NAME HAS CHANGED - EVERYTHING ELSE REMAINS THE SAME!

To comply with Ford Motor Company's new trademark program, we have changed our name from **Virginia Mustang Supply, Inc.**, to **Virginia Classic Mustang, Inc.**
We're still at the same location offering the same great service, quality parts, huge inventory and reasonable prices.



TRUNK MATS

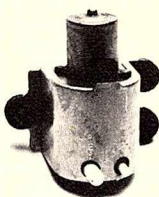
We now have the correct Burtex Splatter design trunk mat (pictured) for your '64 $\frac{1}{2}$ and '68-70 models.

'64 $\frac{1}{2}$ & '68-70 Burtex Trunk Mat
(Specify year and bodystyle)\$89.95

We also have durable, super nice rubber trunk mats (like original '65-'66). Available in plaid or splatter design - specify.

'65-70 Rubber Trunk Mat
(Specify year and bodystyle and design).....\$39.95

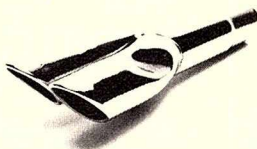
See our catalog for economy trunk mats and other trunk accessories.



NEW! 64 $\frac{1}{2}$ -66 SINGLE SPEED WASHER PUMP

Exact Repro.-Very Nice

EG-396.....\$29.95



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Stainless Steel!

EH-41 67-69 (2" Pipe).....Pair....\$89.95

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• SFI180 Single Dual • Split Plenum
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Ford 351M-400 #8010 \$152.00
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R-100 #12-802 \$77.95
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Street & Off-road \$49.95
Race Producers 1915 at 27 RPM \$52.95
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UNASSEMBLED 289-302 FORD



Your Choice of 10:1 or 11:1 Compression Ratio
SHORT BLOCK - Seasoned Block, bored, oversize competition honed, TRV forged Pistons, chrome moly Rings, Connecting Rods, fitted MILCOILON chrome moly Rod Bolts, Crankshaft custom ground for precision tolerances. Your choice of hydraulic or solid Camshaft. Double roller Timing Chain set. Custom balanced for maximum performance.
Short Block - Your Low Price **\$995.00**
LONG BLOCK - As above with Cylinder Heads, competition valve job, hi-performance Valve Springs, chrome moly Push Rods, HD lock, hi-volume Oil Pump, Lifters, Gasket set.
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NOTE: Solid Lifters Camshaft Applications - In order to use hi-performance Camshafts on the above engine it is necessary that the Cylinder Heads be converted for use with adjustable Rocker Arms. For machining, lapping or stud bolting of screw-down lifters, see Price \$400.00. Long Block hi-Adjustable Rocker Arms will be required - see Rocker Arms section for availability.

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429-460 Ford (ST) \$624.00 \$94.95
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SUPER STOCK PISTON KITS

With Cast or Forged Pistons



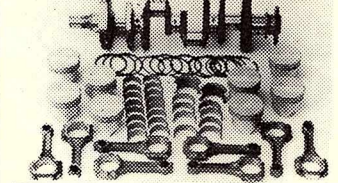
Four Kit Stages to Choose from ...

Kit A = Pistons & Pins
Kit B = Pistons & Pins • Piston Ring Set
Kit C = Pistons & Pins • Piston Ring Set • Con Rod Bearings & Main Bearings
Kit D = Pistons & Pins • Piston Ring Set • Con Rod Bearings & Main Bearings • Stroke or Performance Camshaft

Make/Size	CAST PISTON KITS	FORGED PISTON KITS
FORD		
144	124.00 148.00 208.00 274.00	- - - -
170	89.00 113.00 173.00 239.00	- - - -
200	89.00 113.00 173.00 239.00	376.00 400.00 450.00 526.00
240	98.00 121.00 171.00 231.00	284.00 334.00 378.00
350	89.00 113.00 173.00 239.00	400.00 450.00 500.00
360	89.00 113.00 173.00 239.00	283.00 333.00 377.00
111 V 2.8	110.00 136.00 179.00 245.00	- - - -
177 2.8	117.00 160.00 191.00 212.00	- - - -
183 3.0	160.00 211.00 250.00 320.00	- - - -
229	100.00 138.00 182.00 253.00	312.00 350.00 394.00 365.00
255 V	125.00 161.00 204.00 249.00	- - - -
255 V	165.00 177.00 240.00 285.00	- - - -
391 302 (65-85)	80.00 100.00 145.00 190.00	154.00 174.00 219.00 284.00
302 (86-89)	124.00 144.00 229.00 274.00	250.00 320.00 365.00 410.00
302 (90-95)	144.00 164.00 229.00 274.00	376.00 401.00 446.00 526.00
302 H.O. (86-91)	177.00 237.00 282.00 442.00	341.00 401.00 446.00 526.00
351W (89-91)	124.00 144.00 229.00 274.00	376.00 401.00 446.00 526.00
351C (89-91)	144.00 164.00 229.00 274.00	376.00 401.00 446.00 526.00
351C Flat Top	148.00 168.00 229.00 274.00	376.00 401.00 446.00 526.00
351W	80.00 119.00 164.00 209.00	154.00 174.00 219.00 284.00
352	148.00 181.00 235.00 280.00	- - - -
352	148.00 181.00 235.00 280.00	- - - -
390	130.00 159.00 213.00 258.00	255.00 284.00 338.00 383.00
400	93.00 113.00 161.00 206.00	244.00 284.00 312.00 357.00
428	124.00 144.00 229.00 274.00	376.00 401.00 446.00 526.00
428 CJ/SCJ	198.00 247.00 302.00 347.00	437.00 477.00 533.00 578.00
460 (70-87)	143.00 192.00 247.00 292.00	210.00 259.00 314.00 359.00
460 (88-89)	143.00 192.00 247.00 292.00	- - - -

Plenum available in all popular sizes and direct compression stroke - Size and Con Rod & Main Bearings, 1" of standard Camshaft are available from listing in High Performance Camshaft section or stock Camshaft will be substituted. For Lifters - Add \$10.00. For Springs - Add \$10.00. For Valves - Add \$10.00. For Piston Rings - Add \$10.00. For Substitution of an Ultra Superdome, Crane Econopower or Hi-Intensity, Cam Dynamics, Energizer Cam or Competition Cam - Order Kit "C" and Add Cam of Choice.

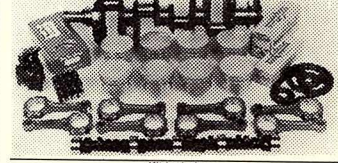
SUPER STOCK CRANK KITS



Kit Includes:
• PISTONS & PINS • PISTON RINGS • CONNECTING RODS
• ROD & MAIN BEARINGS • CRANKSHAFT • CRANKSET

Make/Size	CAST FORGED PISTON PISTON PISTON PISTON	FORGED PISTON PISTON PISTON PISTON
FORD		
144 Cyl.	289	352 352 352 352
170	352 (86-81)	345.00 419.00 420.00 420.00
200	352 (82-85)	405.00 479.00 390 390 390 390
240	352 (86-89)	489.00 525.00 430 430 430 430
250	352 (86-89)	509.00 525.00 429 429 429 429
350	352 (86-89)	542.00 706.00 428 CJ/SCJ 1028.00
360	351W (86-91)	423.00 549.00 429 429 429 429
111 V 2.8	351C (86-91)	449.00 706.00 460 460 460 460
177 2.8	351C (86-91)	449.00 706.00 460 460 460 460
183 3.0	351C (86-91)	449.00 706.00 460 460 460 460
229 V	351C (86-91)	449.00 706.00 460 460 460 460
255 V	351C (86-91)	449.00 706.00 460 460 460 460
260 V	460.00	460.00 706.00 460 460 460 460

SUPER STOCK MASTER KITS



Kit Includes:
• PISTONS & PINS • PISTON RINGS • CONNECTING RODS
• ROD & MAIN BEARINGS • CRANKSHAFT • CAMSHAFT & LIFTERS
• TIMING CHAIN SET • OIL PUMP • GASKET SET

Make/Size	CAST FORGED PISTON PISTON PISTON PISTON	FORGED PISTON PISTON PISTON PISTON
FORD		
144 Cyl.	473.00	352 (86-81)
170	531.00	352 (82-85)
200	531.00	352 (86-89)
240	568.00	352 (86-89)
250	575.00	352 (86-89)
350	629.00	352 (86-89)
360	629.00	352 (86-89)
111 V 2.8	584.00	352 (86-89)
177 2.8	584.00	352 (86-89)
183 3.0	584.00	352 (86-89)
229 V	584.00	352 (86-89)
255 V	584.00	352 (86-89)
260 V	584.00	352 (86-89)

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Adj. Thermostat Kit #16759 \$32.95

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Stainless Steel **\$43.95**
12", 15", 17" or 18" **\$47.95**

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Bathurst Intake Manifold Gasket not included in some models.

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\$23.00 For All Popular Ford V8 Engines.

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1/4" Exhaust 1763 \$4.95

351C 4 BL HEAD FORD

2-19 Intake 1762 \$6.50
1-71 Exhaust 1763 \$7.50
351C 2 BL HEAD FORD
2-04 Intake 1762 \$3.95
1-65 Exhaust 1763 \$4.85

351W FORD 69-74

1-84 Intake 1762 \$2.95
1-56 Exhaust 1763 \$4.45
351W FORD 75-77
1-78 Intake 1830 \$3.30
1-48 Exhaust 1763 \$4.95

352-390-428 FORD

2-03 Intake 1418 \$3.45
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FORD 9"
3.89 66-0177-1 \$159.00
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Installation Kits available.

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351C 8 Quart #31462 \$339.95
429-460 8 Quart #31484 \$329.95

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Ford 7 O. (Over & Road Race) #31600 \$289.95
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Prices do NOT include pick-ups.

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351C 8 Quart #31462 \$339.95
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NEW! SB FORD WINDSOR & WINDSOR Jr. CYLINDER HEAD SPECIAL

Your Choice - Windsor Jr. with 58 cc Chambers, 194 & 150 Valves or the Windsor with 64 cc Chambers, 232 & 150 Valves. Fully assembled with Screw-in Seats, Guide Pins, New Springs, Locks & Retainers.

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Ford 289-302 HEADS

Early Castings, 58 CC Chamber, 194 Intake & 150 Exhaust Valves. Screw-in Seats, Guide Plate Assembly, 1/2" W 3 Angle Valve Job, H.O. Locks, Retainers, Springs.

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\$459.00 Per Pair

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Your Low Price **\$19.95**

TCI PERFORMANCE VALVE BODY KIT

Harder shifts, the competition "feel" for the street. Most transmissions.

Your Low Price from **\$18.95**

We carry a full line of TCI transmission kits & parts. Phone for your low price.

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0-8000 RPM
3 1/4" Diameter
Redline Pointer

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Chrome #2301

2" Gauges

Each comes in its own pod.

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Vacuum #2331 \$20.95
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Set the light to come on when you want to shift. #2302

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CRANE CAMS

MAX VELOCITY CAMS

1000-5500 RPM RANGE
INCREASED LOW-END & MID-RANGE TORQUE PLUS UPPER RPM POWER
IMPROVED THROTTLE RESPONSE

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2500-8000 RPM RANGE
FAIR IDLE/GOOD MID-RANGE POWER

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ENGINE CLEANING BRUSHES

Universal 10-piece kit for all engines. Brushes range from 1/4" to 1 1/2".

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We Carry a Full Line of FORD MOTORSPORT Parts & Accessories

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PERFORMANCE HYDRAULIC & SOLID LIFTER CAMSHAFTS

SUPER STOCK INDUSTRIES

As Low As **\$49.95**

Kit A CAMSHAFT ONLY **\$49.95**

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Kit C CAM, LIFTERS & SPRINGS **Phone**

Make DUE DUE LIFT Part # IN EX (USD) IN EX Type

FORD-MERCURY V8-62-351W-400 221-256-289-302

10328 282 272 204 214 448 472 HYD
10329 304 304 224 224 465 465 HYD
10326 276 286 218 471 471 HYD
10327 282 282 234 244 506 506 HYD
10328 287 287 230 512 512 HYD
10351 260 260 228 429 429 HYD
10352 304 304 252 509 509 HYD
10353 280 280 246 504 504 HYD

SLD = Solid lifter camshafts • HYD = Hydraulic lifter camshafts.

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Make & DUE DUE LIFT Part # IN EX (USD) IN EX Type

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31-216-2 250 250 212 212 481 481 HYD
31-217-2 250 250 212 212 456 456 HYD
31-218-2 250 250 212 212 456 456 HYD

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31-334-4 282 282 581 581 HYD #113.95
31-335-4 294 294 560 560 HYD #113.95
31-336-4 306 306 539 539 HYD #113.95

COMPETITION MAGNUM CAMSHAFTS

(SOLID OR HYDRAULIC)

Make & DUE DUE LIFT Part # IN EX IN EX Type Price

31-333-4 270 270 499 499 HYD #113.95
31-334-4 282 282 581 581 HYD #113.95
31-335-4 294 294 560 560 HYD #113.95
31-336-4 306 306 539 539 HYD #113.95

COMPETITION MAGNUM CAMSHAFTS

(SOLID OR HYDRAULIC)

Make & DUE DUE LIFT Part # IN EX IN EX Type Price

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Kit includes:

- PISTONS (Cast or TRW forged)
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- ROD & MAIN BEARINGS
- PREMIUM ENGINE OIL
- TIMING CHAIN SET WITH GEARS
- OIL PUMP
- CAMSHAFT & LIFTERS (Solid Steel, Hydraulic or Performance)

FORD	CAM	FORGED	FORD	CAM	FORGED	FORD	CAM	FORGED	FORD	CAM	FORGED
144 C 174	374	289	289	289	351M	315	315	653	300	300	300
171 171	341	302	302	302	351M	315	315	653	300	300	300
200 200	634	302	302	302	351M	315	315	653	300	300	300
240 240	511	302	302	302	351M	315	315	653	300	300	300
250 250	680	302	302	302	351M	315	315	653	300	300	300
300 300	611	302	302	302	351M	315	315	653	300	300	300
312 312	680	302	302	302	351M	315	315	653	300	300	300
317 317	680	302	302	302	351M	315	315	653	300	300	300
318 318	680	302	302	302	351M	315	315	653	300	300	300
319 319	680	302	302	302	351M	315	315	653	300	300	300
320 320	680	302	302	302	351M	315	315	653	300	300	300
321 321	680	302	302	302	351M	315	315	653	300	300	300
322 322	680	302	302	302	351M	315	315	653	300	300	300
323 323	680	302	302	302	351M	315	315	653	300	300	300
324 324	680	302	302	302	351M	315	315	653	300	300	300
325 325	680	302	302	302	351M	315	315	653	300	300	300
326 326	680	302	302	302	351M	315	315	653	300	300	300
327 327	680	302	302	302	351M	315	315	653	300	300	300
328 328	680	302	302	302	351M	315	315	653	300	300	300
329 329	680	302	302	302	351M	315	315	653	300	300	300
330 330	680	302	302	302	351M	315	315	653	300	300	300

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- Piston Rings • Rod Bearings • Main Bearings
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289/302 Ford

From **\$139.00**

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144 C 174	374	289	289	289	351M	315	315	653	300	300	300
171 171	341	302	302	302	351M	315	315	653	300	300	300
200 200	634	302	302	302	351M	315	315	653	300	300	300
240 240	511	302	302	302	351M	315	315	653	300	300	300
250 250	680	302	302	302	351M	315	315	653	300	300	300
300 300	611	302	302	302	351M	315	315	653	300	300	300
312 312	680	302	302	302	351M	315	315	653	300	300	300
317 317	680	302	302	302	351M	315	315	653	300	300	300
318 318	680	302	302	302	351M	315	315	653	300	300	300
319 319	680	302	302	302	351M	315	315	653	300	300	300
320 320	680	302	302	302	351M	315	315	653	300	300	300
321 321	680	302	302	302	351M	315	315	653	300	300	300
322 322	680	302	302	302	351M	315	315	653	300	300	300
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327 327	680	302	302	302	351M	315	315	653	300	300	300
328 328	680	302	302	302	351M	315	315	653	300	300	300
329 329	680	302	302	302	351M	315	315	653	300	300	300
330 330	680	302	302	302	351M	315	315	653	300	300	300

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Kit includes:

- Clevite 77 Rod Bearings
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- STD-010-020-030
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- Sealed Power Piston Rings

289/302 Ford

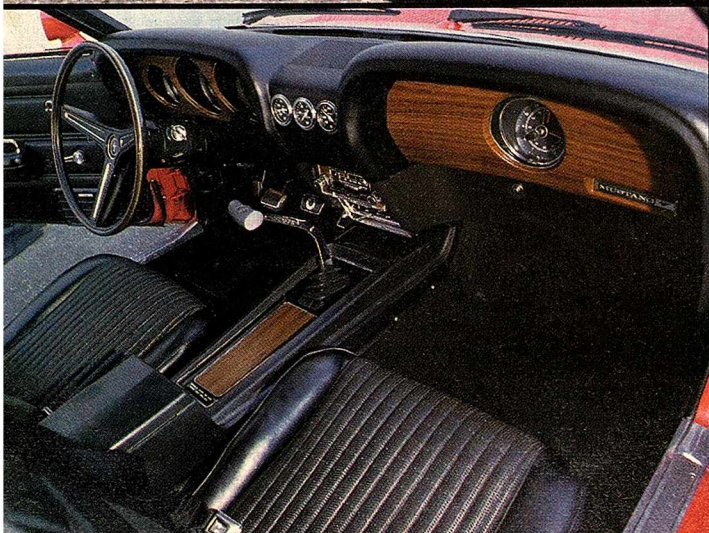
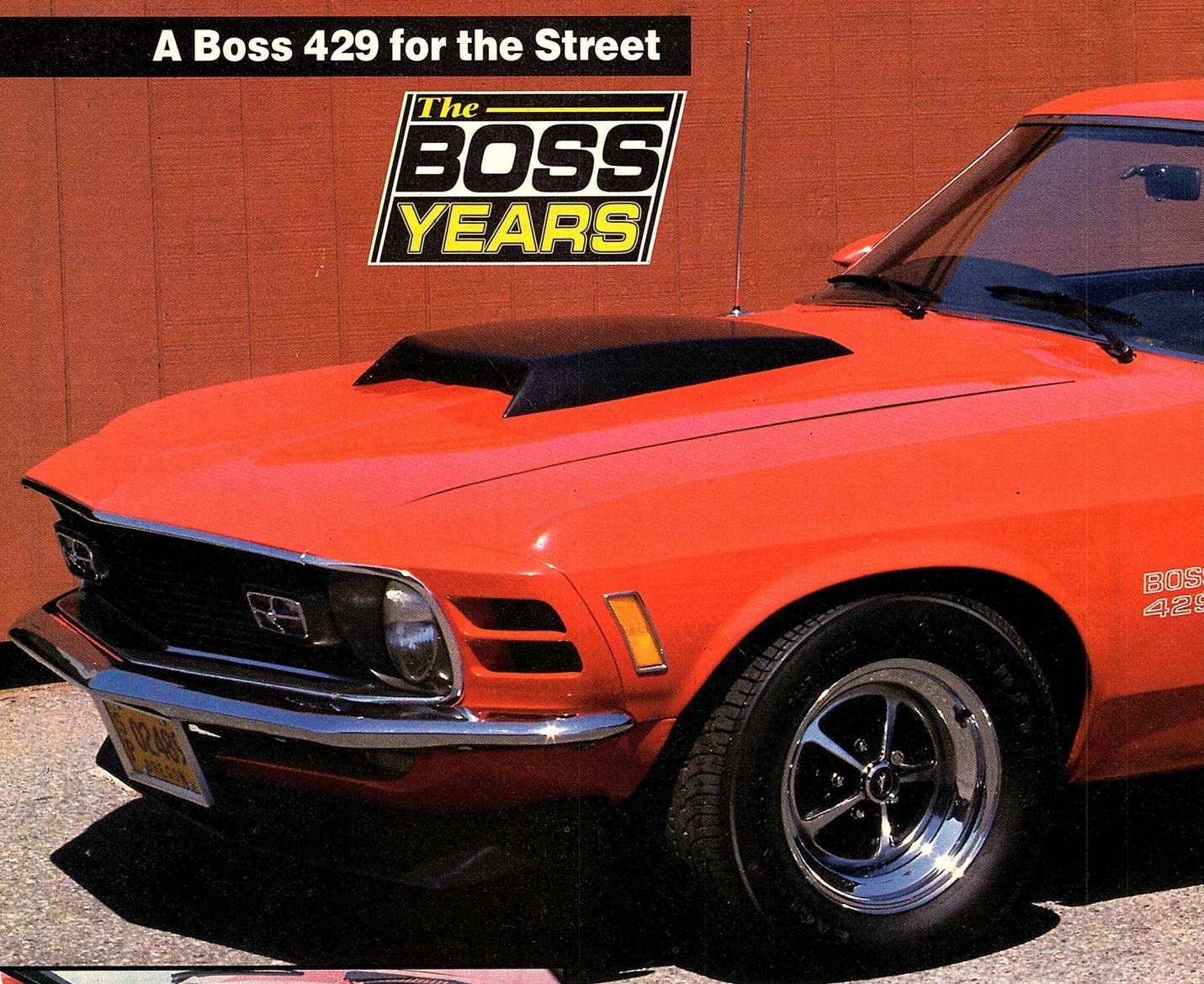
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144/170/200	109.00	255 V8	119.00	302 HO (87-91)	189.00	400	94.00				
240/300	99.00	260 V6	101.00	351W (69-83)	99.00	428	125.00				
250	110.00	289	92.00	351W (83-91)	119.00	428 CUSJC	125.00				
159	121.00	302 (88-91)	105.00	C Dished	116.00	428	140.00				
175 V6 2.8	113.00	302 (82-85)	105.00	Flat Top	116.00	460 (70-85)	140.00				
177 2.3	167.00	302 (86-87)	158.00	351M	116.00	460 (86-88)	165.00				
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MECHANIC

A Boss 429 for the Street

The
BOSS
YEARS



It's 1973. The Arab oil embargo is doubling and tripling pump prices. A man trades his Boss 429 for a new Pinto. You're a mechanic at the Ford dealership, and you spy the car before it hits the lot. What do you do?

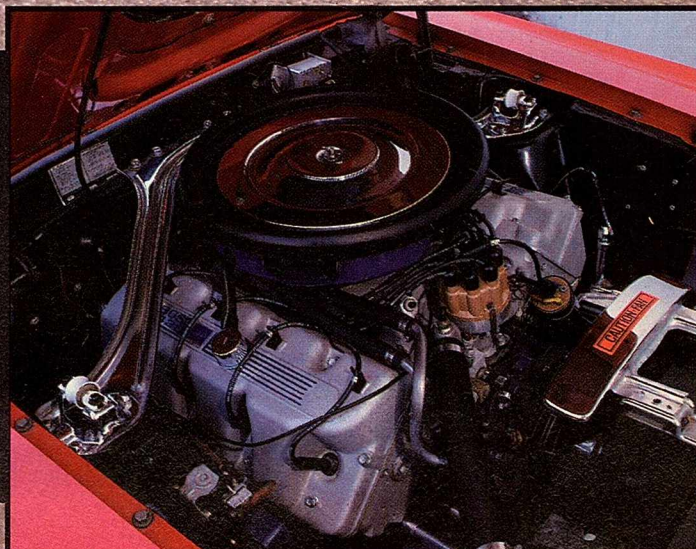
Y'S CHOICE



By Jerry Heasley

There are two groups of Boss 429 owners. The first and largest group is made up of collectors who like to go back to 100-percent stock, right down to the Thermactor smog-control system and the original battery with—hopefully—the plastic vented caps, which fetch upward of \$1500. The second group of Boss Nine owners likes to keep the car pretty close to stock when it comes to the engine, suspension, interior and exterior, but it's mostly after performance. In either case, the car is an investment. ➤

It's in vogue to restore Boss 429s to concours, which includes using the restrictive Thermactor smog pump. That's OK for shows and the California Air Resources Board, but Jeff Strohecker bought his Boss 429 in 1973 when it was oil-panic cheap. This engine looks and runs the way it did in its heyday, the early '70s.



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MECHANIC'S CHOICE



It's never been printed before, but according to Larry Shinoda, Kar Kraft, the company that built up the Boss 429, was resistant to installing stripes and other labor-intensive extras. That's one reason the style is plain. The big black scoop was one of the few add-ons.

Jeff Strohecker of Lake Oswego, Oregon, is in the second group. He lucked onto his Boss Nine in 1973 while working as a mechanic at a Ford dealership. It's hard to believe today, but after the oil embargo hit in August of that year, a man drove this Boss 429 into the dealership and traded it in for a Pinto.

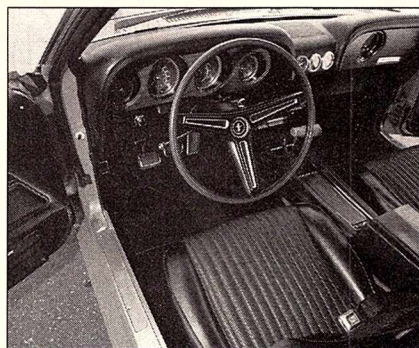
Jeff knew the big-scooped Mustang fastback was something special, and he talked to the sales manager about buying the car before it ever hit the lot. He didn't tell us how cheap it was, but you can imagine what a great deal anybody could make on musclecars in those scary times, when they were called "gas guzzlers." Everybody was looking for a little gas sipper, like a Pinto.

Jeff wanted to drive his Boss 429, so he talked to a NASCAR engine builder, Parkey Knoll, who lived in nearby Portland. Parkey rebuilt the Shotgun 429 to mostly stock but improved the revving ability with a Holman & Moody camshaft, lifters, pushrods and valvesprings.

One major complaint about the Boss 429 engine had been its inability to breathe well enough to take advantage of the hemispherical combustion chambers. The Thermactor smog system sure didn't help, and Jeff pulled these tubes decades ago, as most hot rodders did. Of course, these are the



The front fenders had the Boss logo in outlined letters. We believe this car would have been much more impressive with a set of stripes like the Tasca Boss 429's. Magnum 500 wheels were stock. Like the Boss 302, tires were F60/15s, requiring radiused wheelwells for adequate clearance. Boss 429s are so valuable that most owners purchase reproduction polyglass Goodyear tires, but Jeff's ride is a rare street stormer.



Every '70 Boss 429 came with a Hurst mixed four-speed but without a full set of working gauges. Jeff added one to the center of his dash.

parts that collectors now pay premium bucks for, but the street crowd is still after tire-burning performance.

That's what this Boss 429 delivers. Jeff has owned it so long, he doesn't have house money in the car. As you can see, the Calypso Coral paint looks good enough to win a car show. The sport slats and rear wing spoiler were not Kar Kraft factory options for this car, but they make any '70 fastback look like a Bad Boss.

The 429 is detailed, but it won't win a concours show because it lacks the smog system and is loaded with chromed parts. The interior is in excellent condition, though purists might flinch at the nonstock gauges fitted into the center of the instrument panel. Even the stock suspension is beefed up with a set of traction bars, all the better for the modern Goodyear Eagle GTs to bite on launch. This Boss Nine satisfies the Boss Man who's after wicked street performance in a musclecar that's mostly stock.

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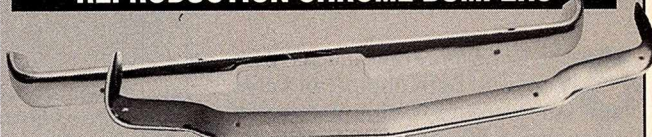
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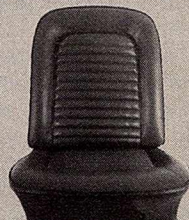
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Installing New Leaf Springs in Your Early Ford

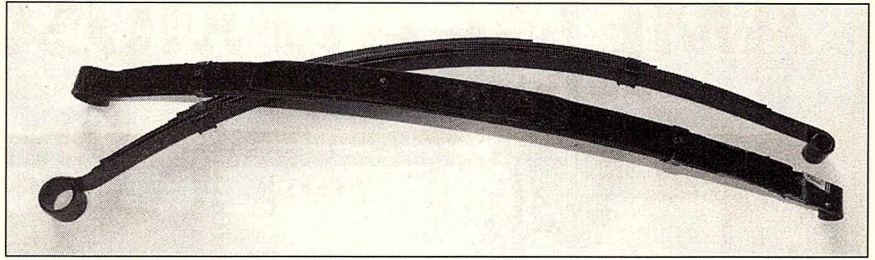
By Jim McGowan

One thing is unavoidable with age, and both people and cars suffer from it: a drooping rear. If a person is so afflicted, a trip to the local cosmetic surgery shop can fix the problem. But what about your daily ride or weekend cruiser? The solution is new leaf springs, and replacement is easier than you might think. Eaton Detroit Spring can provide any leaf spring you could ever need, brand-new. It has spring blueprints on file all the way back to the '02 curved-dash Oldsmobile. And if it doesn't have the springs, it can make them.

The subject of our butt-lift is an original '63 Fairlane 500, but the principles hold true for Mustangs, Falcons, Galaxies and any other Fords with rear leaf springs. To order the correct springs for your vehicle, you must supply the year, make, style, engine size and transmission type, and it's a good idea to count the leaves in the original springs as well.

To complement the addition of the new springs, our Fairlane also received a set of KYB Gas-A-Just shocks and a urethane bushing kit from Energy Suspension. Normally, suspension components take more of a beating when the springs sag, and since you'll have everything apart anyway, now is the time to do the complete job. For good photo angles, we used a hoist to lift the Fairlane, but this is a job you can do on the garage floor if you have two jackstands and a floor jack. It's a good idea to soak all the nuts and bolts the day before with a lubricating penetrant such as WD-40 or Break Away. This will make loosening those rusty old nuts and bolts a lot easier, especially if you're doing the job without air tools.

After loosening the lug nuts on both rear wheels, jack the car up and carefully set the jackstands at their highest. You want the car high enough to allow the suspension to drop completely down. Now remove the rear wheels while the floor jack supports the rear pumpkin. Let the jack down, disconnect the lower shock mount, and move the shock out of the way. Now you're ready to remove the spring.



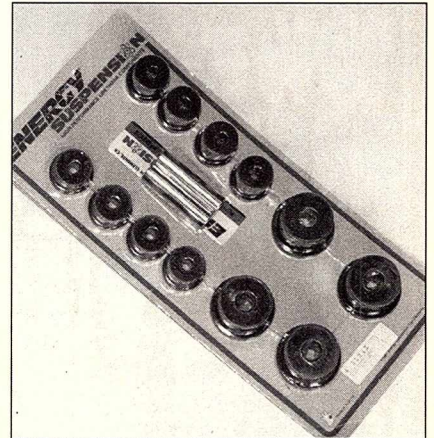
New springs from Eaton Detroit Spring come painted black. We repainted ours to touch up the scratches incurred during shipping.

With all tension off the spring, undo the four nuts that secure the large U-bolts holding the axle to the spring perch. This allows the middle of the spring to hang free, and you can now remove the four nuts attaching the perch to the chassis. Let the spring and perch rest on the ground or have it supported by a friend, and loosen and remove the bolts attaching the rear of the spring and the shackles to the chassis. The spring can now be removed from the vehicle. Do the same to remove the other spring.

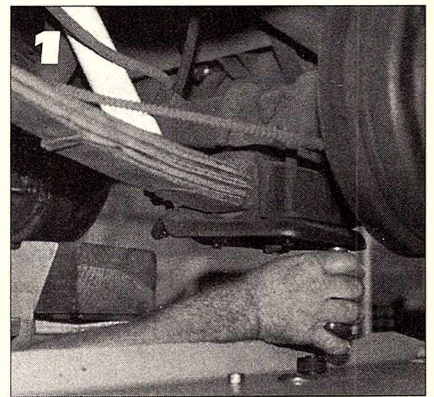
Some springs have specific center bolts with locator-pad sleeves that may need to be installed in the new spring. Use a heavy-duty C-clamp to secure the center of the new spring, and install the locator-pad sleeves using a new bolt the same length as the original. These sleeves secure the rubber insulator pads above and below the spring in the center U-bolt-mounting area.

While everything is apart, bead-blast and repaint all the parts you'll reuse. If you're doing a restoration, you might want to use cast-metal-gray paint for parts that were originally natural metal. The Eastwood Company has a fine selection of restoration paints. If you're painting a daily driver, a fresh coat of black Krylon enamel in either gloss or semigloss will be just fine. If the large, flat rubber insulator pads are still good, you can reuse them. If they're brittle or cracked, try your Ford dealer or Ford reproduction-parts house for replacements. Rubber-parts suppliers such as Steele or Metro Moulded might have them.

Allow a full day for this job and more time if you need to replace parts. It is not very difficult, and you can accomplish it by yourself. But it's always advisable to have a friend help, especially when working under the vehicle. You



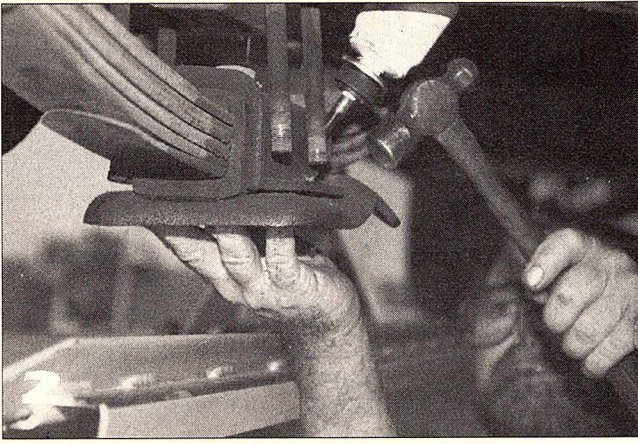
Energy Suspension has complete bushing kits for most Ford applications. These urethane pieces are a good substitute for the original rubber and tighten up the overall performance of the rear suspension.



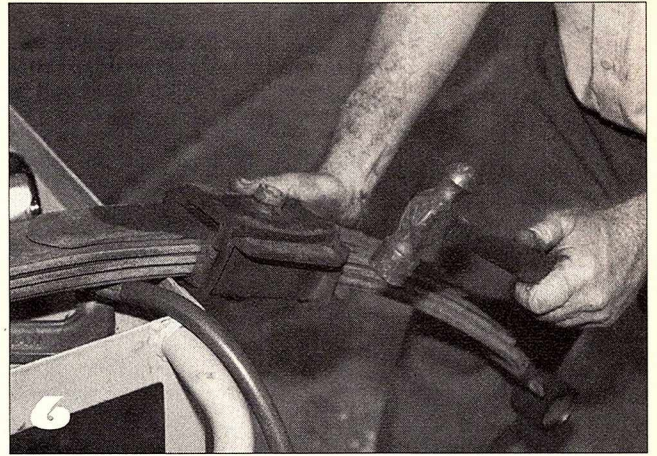
The first step to removing the spring is to remove the 4 1/2-inch nuts securing the U-bolts to the metal mounting pad and rear axle. You should soak these with a good penetrant for at least a day before starting.

might want to order any new parts ahead of the job so the car can be back on the road quickly.

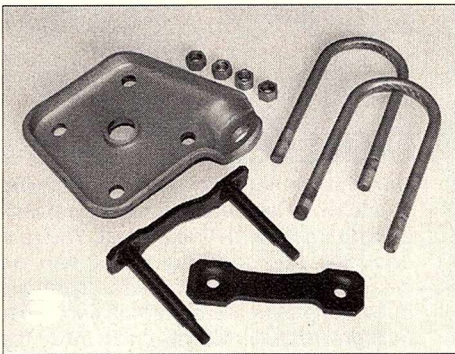
This is a rewarding project, whether you're fixing your daily driver or restoring your favorite Ford. Either way, you eliminate the dreaded sagging rear.



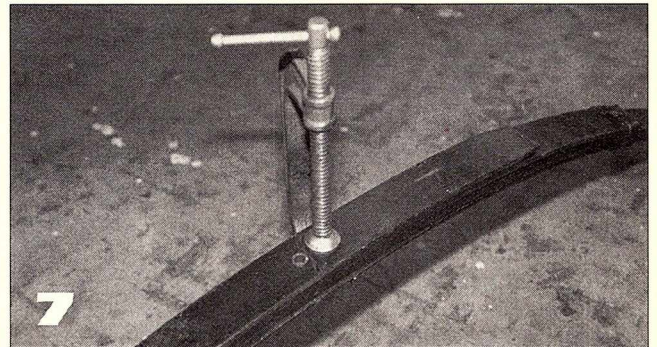
Use a hammer to loosen the plate and release it from the U-bolts. Remove the U-bolts and set the pieces aside to have them bead-blasted.



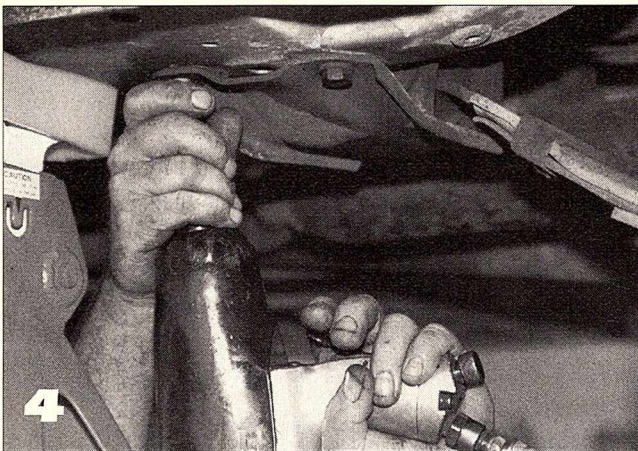
To be removed from the rubber, the metal plate surrounding the insulator pads might need tapping with a hammer. Use care not to damage the insulator rubber if you're planning to reuse it.



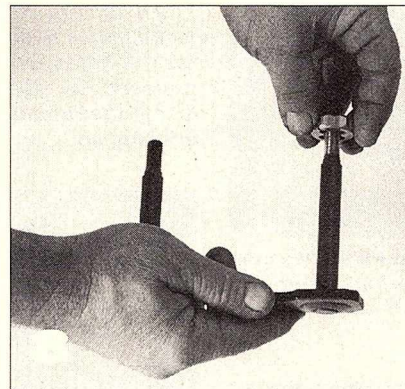
Freshly bead-blasted parts are rust-free and easier to work with. A coat of black Krylon enamel makes them look new and protects the clean metal.



If your application calls for a longer bolt to secure the insulator-pad sleeve, use a large C-clamp to hold the leaves in place while you install the items from your old spring. Using a new bolt is advised.



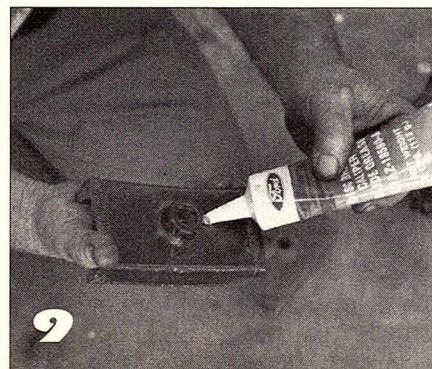
The next step is to remove the $\frac{4}{16}$ -inch bolts securing the spring perch at the front of the spring. Let the spring and perch rest on the ground, or have a friend support them while you loosen the bolts securing the rear shackle to the chassis. The spring and mounting brackets can now be removed from the car.



After painting all the bead-blasted parts, tap and die all the holes and threads before reassembly. You can touch up the threads once the unit is reinstalled.

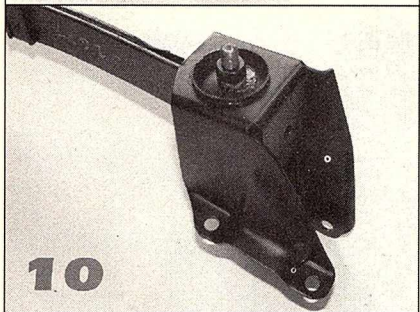
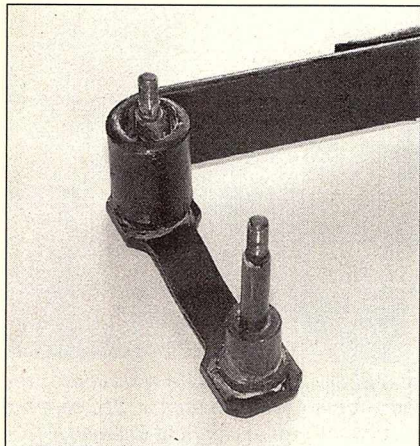


The spring perch, rear shackles and center rubber insulator pads and plates can now be removed from the old spring. It's much easier to disassemble the parts while the unit is out of the car.

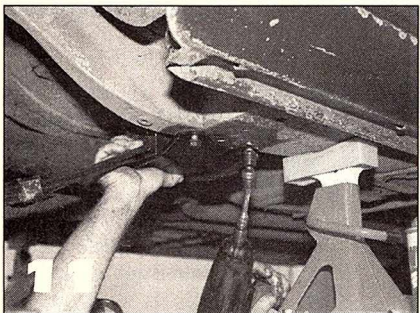


Before installing the rubber insulator pads on the new spring, lubricate the side that's against the spring with a good multipurpose grease. This prevents wear and eliminates squeaks.

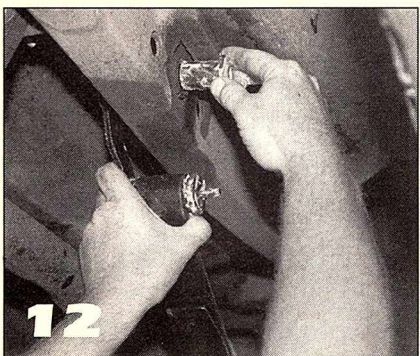
SPRING FEVER



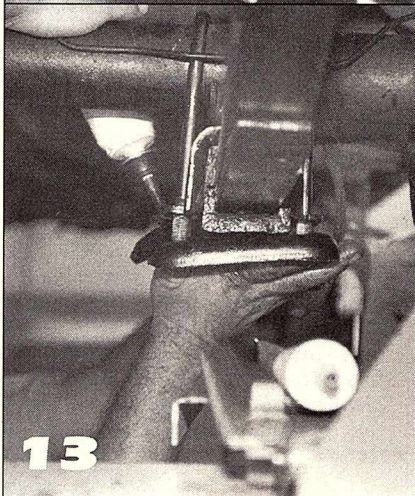
10
Lubricate all bushings before reassembling the spring assembly. Again, use a good multipurpose grease.



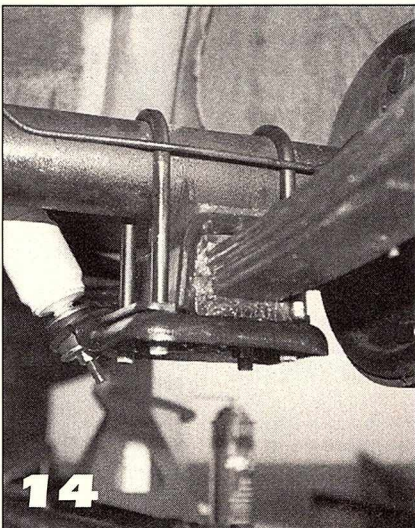
11
Start the reinstallation at the front spring perch by securing the four mounting bolts. The job is much easier with a friend's help.



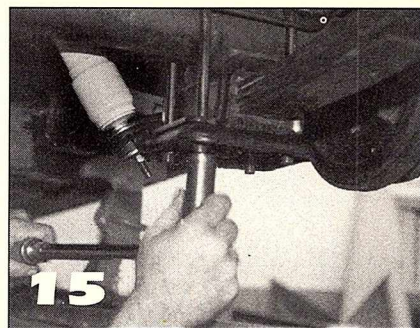
12
Next, reinstall and tighten the bolts that attach the rear shackles to the framerail.



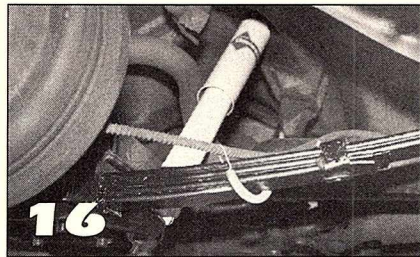
13
The top and bottom rubber insulators and upper and lower mounting plates can now be positioned, and the U-bolts can be dropped over the axle and inserted through the holes in the plates. You'll need to do a little moving of the metal plates to allow the U-bolts to enter the holes, but this shouldn't be a problem. The sleeves on the spring will locate the rubber pads. Simply line everything up.



14
Here is the finished axle-mount assembly. You can now touch up any threads or scratches that need it.



15
It's a good idea to torque the 1/2-inch U-bolt nuts to 80 lb-ft in order to compress the rubber insulator pads sufficiently and evenly.



16
Our emergency-brake line's retaining spring was also bead-blasted and painted with Eastwood Aluma Blast. The rear end and surrounding areas can be cleaned and painted while the spring is out, if you're interested in that kind of detailing. Without problems and with all the parts, this is a half-day project.

SOURCES

Eaton Detroit Spring Service Co.
Dept. MF
1555 Michigan Ave.
Detroit, MI 48216
313/963-6820

Energy Suspension
Dept. MF
960 Calle Amanecer
San Clemente, CA 92672
714/361-3935

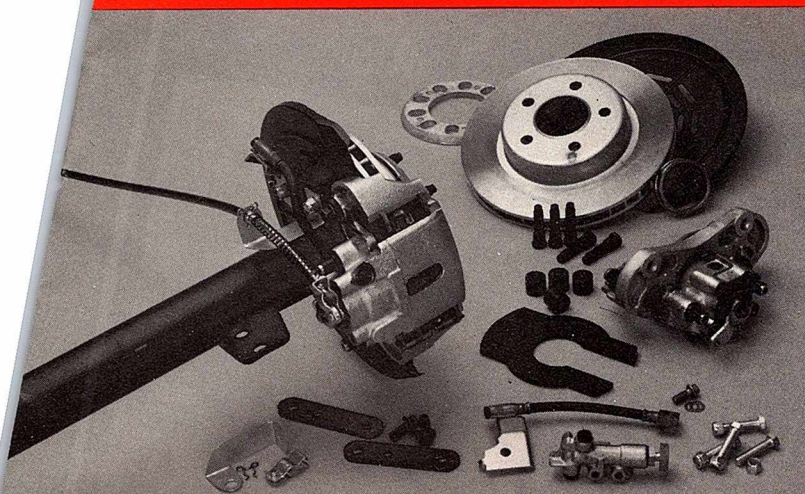
The Eastwood Co.
Dept. MF
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Malvern, PA 19355
800/345-1178

KYB Corp.
Dept. MF
901 Oak Creek Dr.
Lombard, IL 60148
708/620-5555

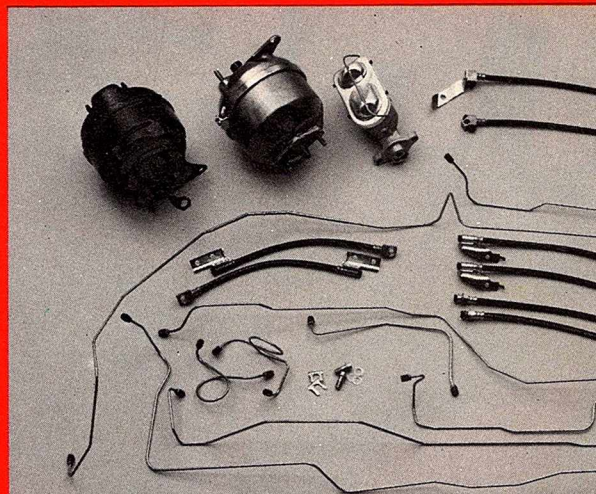
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Steele Rubber Products
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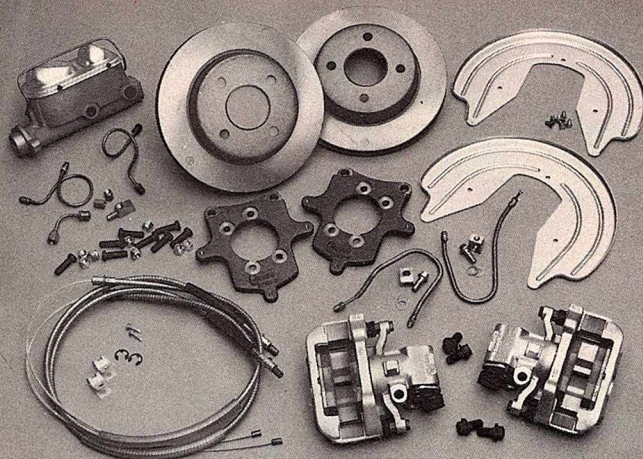
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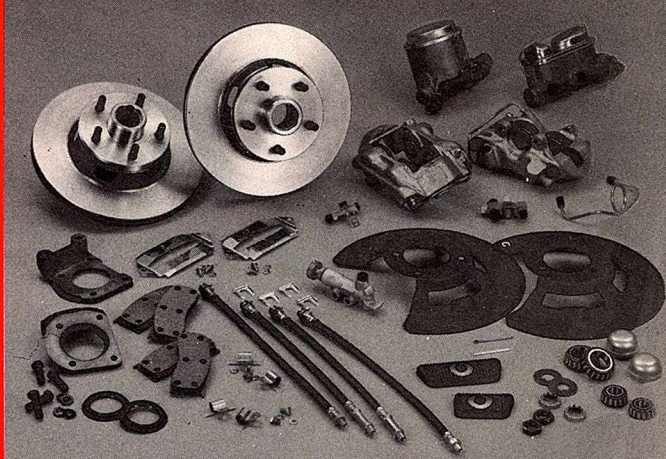
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THE SALEEN



Saleen Takes the '94 Mustang at Least One Step Beyond

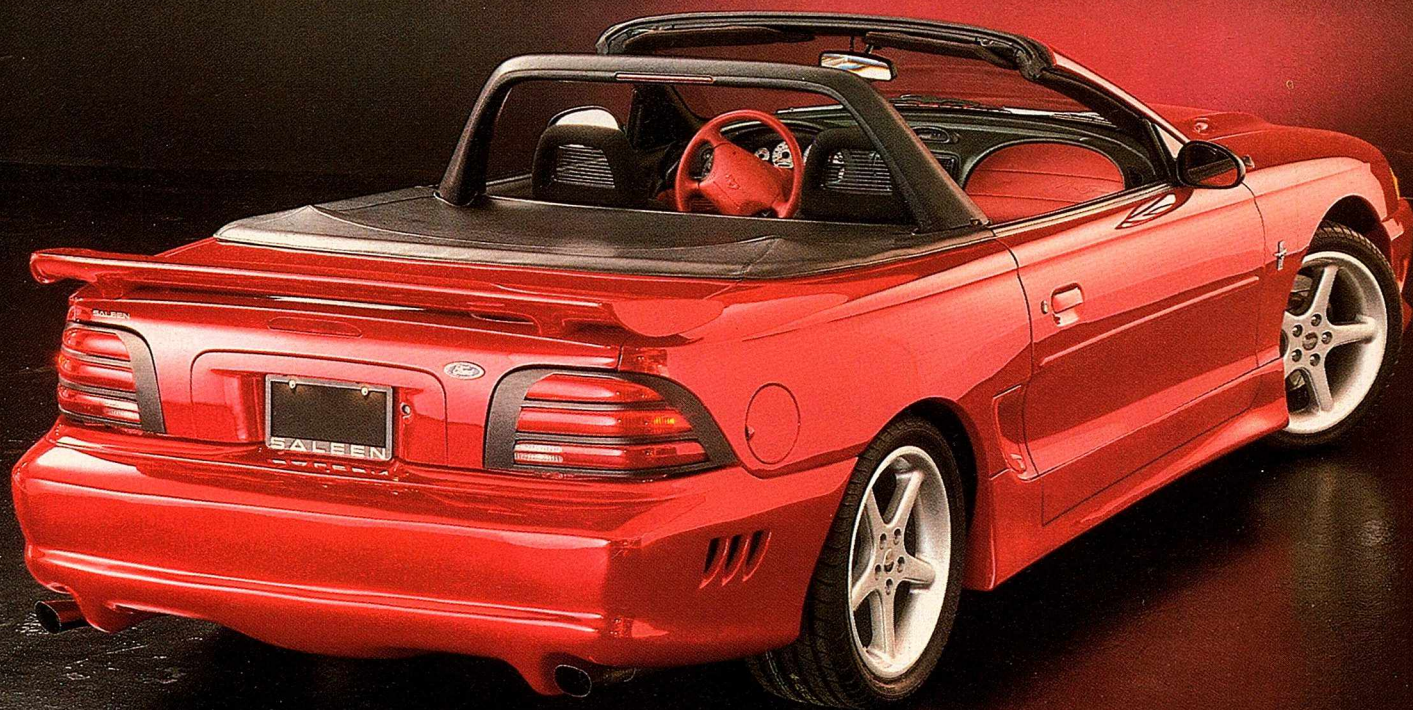
PHOTOGRAPHY: JIM BROWN

By Frank Caposella

The word *primitive* best describes the '79-and-later Mustang chassis. But while dozens of cars may outstrip the Mustang in the gee-whiz-golly techno sweepstakes, primitive isn't necessarily ineffective. A 6x6 framing beam swung with might and good aim, though primitive, is often more effective in communicating a message than a fancy-schmancy multimedia presentation. Steve Saleen has always understood that he's working with primitive stuff in his more than 10 years of Mustanging. He knows the Mustang's simple con-

Though vastly improved for 1994, the Mustang's new interior is given distinction and comfort through Recaro seats and Saleen's white instruments. Both airbags are retained.

EN FACTOR



Like every Saleen ever built, the new ones get a wing whose span is exceeded only by those of pterodactyls and three of the four Boeing commercial jetliners currently in production. Note how the special Saleen taillight bezels give the rear a distinctive look. Saleen also adds the '67-'70 Shelby GT500 convertible-style cockpit hoop.

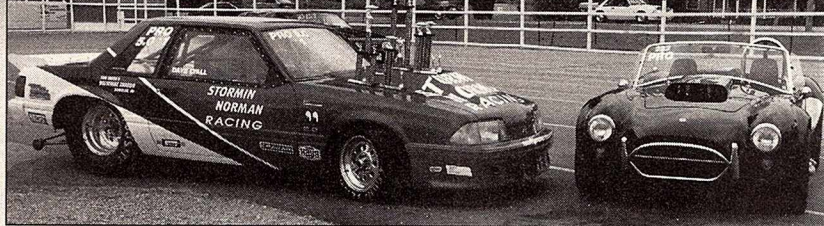
struction and virtues: It's a great 6x6 of a car that, with lathe work, can be fashioned into a Louisville Slugger. It's easier to hit hard and true with a bat than a beam, but it's still primitive.

Entering its 11th year of Mustang power-hitting, Saleen Performance carries its extensive experience to a new Mustang. Saleen has responded to the latest model with three packages for either the '94 coupe or, as the tantalizing photos illustrate, the improved '94 Mustang convertible. Priced at around \$30,000, the mainstream Saleen—if any Saleen can be called “mainstream”—is the S-351 powered by a new Saleen-developed 5.8-liter (351ci) V8. EPA-certified for all 50 states, the S-351 engine uses aluminum cylinder heads, a hydraulic roller cam and lifter, a special Saleen intake manifold, a 73mm mass-air sensor, a 65mm throttle body and 24-lbs/hr fuel injectors. It pushes its waste gases out through ceramic-coated headers, past 2½-inch pipe and dual catalytic converters and on to a Borla twin 2½-inch stainless-steel muffler system. The en-



The 18-inch wheels require an extremely low-profile tire to fit under the Mustang's fenders. But once there, they look great. Especially attractive is the finished caliper of the brakes.

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SALEEN FACTOR

tire assembly is worth 371 hp. That's 1.06 hp/ci without the use of multivalve heads, superchargers, turbochargers, nitrous oxide, plutonium, uranium, irradiated peaches or fluoride. It's the sort of power output that was only available during the musclecar era in raucous, obstinate, solid-lifter beasts that demanded constant tuning and 100-plus octane fuel.

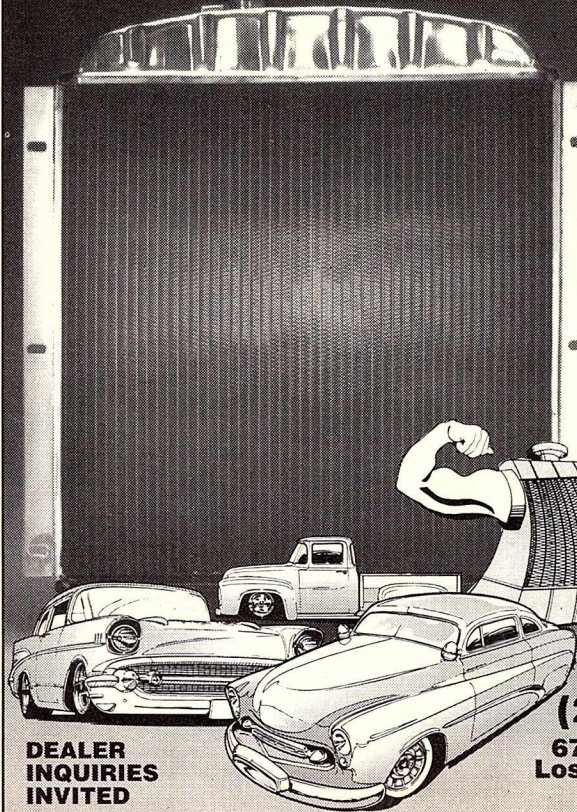
Backing the engine is a Tremac quick-ratio five-speed transmission, a custom driveshaft and an 8.8-inch differential. To ensure that the immense torque production doesn't twist the car into a braid so tight it could be fed through a Topsy Tail, Saleen added a powdercoated three-point brace between the front suspension's strut towers and a lower g-load brace. The '94 Mustang is already stiffer than its immediate predecessor. With the Saleen structural additions, it should be stiff enough to etch serial numbers into industrial diamonds.

That extra structure is a critical element in optimizing the S-351's handling. Since Saleen started tuning the Mustang, it has always used its Racecraft suspension system, and like all previous Racecraft efforts, this latest promises vastly increased ability without leaving the car's occupants in dire need of a chiropractor's attention. Specific progressive-rate front and rear springs are where the suspension mods start, and they proceed to include Racecraft gas front struts, adjustable camber/caster plates, gas rear shocks (supported by gas "quad" shocks to control axle windup) and Gigantor signature-edition front and rear sway bars mounted with urethane bushings. All this guarantees a true parallel presentation of all four tire faces to the road. Considering the tires, the effort is worth it.

The most exotic element of the S-351 package is the wheels and tires. The wheels now stretch more than 1½ feet in diameter: 18 inches and then some of five-spoke alloy art. Mounted on those 8.5-inch-wide wheels are a pair of P235/40ZR18s BFGoodrich Comp T/A ZR tires up front with a brace of P245/40ZR18s out back to match.

Putting all that Cecil Fielder slam-it-over-the-Tiger-Stadium-roof power and Ricky Henderson base-running ability into a plain ol' Mustang wrapper would make an intriguing sleeper, but subtlety isn't the best way to celebrate the muscles of a primitive. So Saleen has once again distinguished the new 'Stang with exterior flamboyance and interior comfort.

Performance Cooling

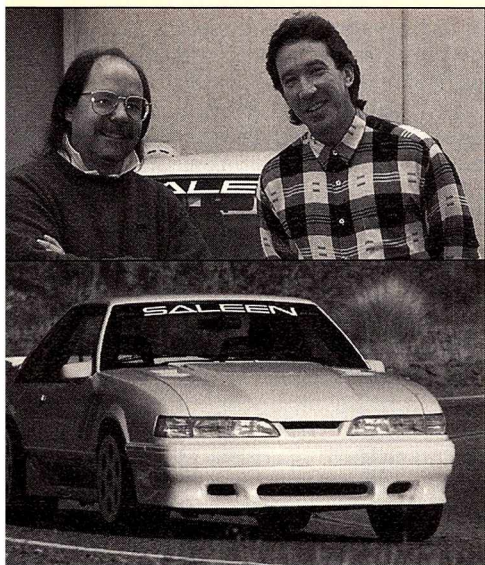


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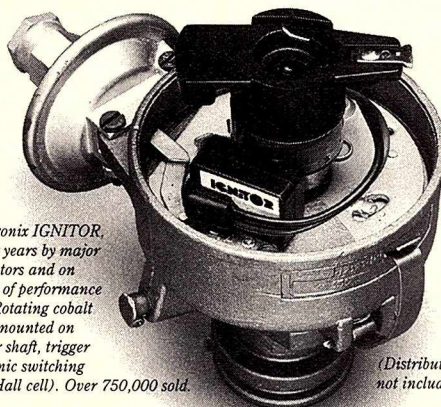
The most radical Saleen of the all is Tim Allen's 575hp Saleen RRR Mustang. Tim, whose top-rated sitcom *Home Improvement* most likely alleviated all fiscal limitations, ordered up the ultimate Mustang, and that's what he got. The 5.0-liter engine is fed by a Vortech B-series supercharger and uses a specialized DFI fuel-management system. The front end was modified using Thunderbird headlights, giving the car a unique look.

Saleen calls its body-panel additions an air-management system. The system consists of a specially designed urethane front fascia with urethane side skirts, rear fascia and rear wing to match. All together, there are enough scoops to keep Baskin-Robbins and Häagen Daz busy for months. The rear spoiler is so large that at high speeds, the aerodynamic downforce may be enough for you to drive the Saleen upside down on your living-room ceiling. At least it looks that good. Complementing it all are Saleen graphics and accent stripes, "S-351" fender badges, the traditional Saleen front-bumper serial-number graphic and a windshield-tint band that shouts "Saleen" so loudly it could drown railroad whistles and approaching highway patrol sirens.

One aesthetic feature Saleen adds is its graphite-finish rear taillight moldings, so the '94 Mustang taillights now appear distinct and evoke the original '65 Mustang units. The moldings also ensure that when approaching the car from both the front and the rear, the S-351 is identifiable as something beyond a Mustang.

Saleen is offering the S-351 in 15 color combinations: black clearcoat with silver, gold or black graphics; Crystal White with blue, silver or black graphics; Opal Frost Silver with silver or black

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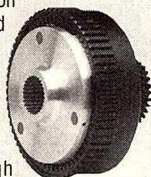
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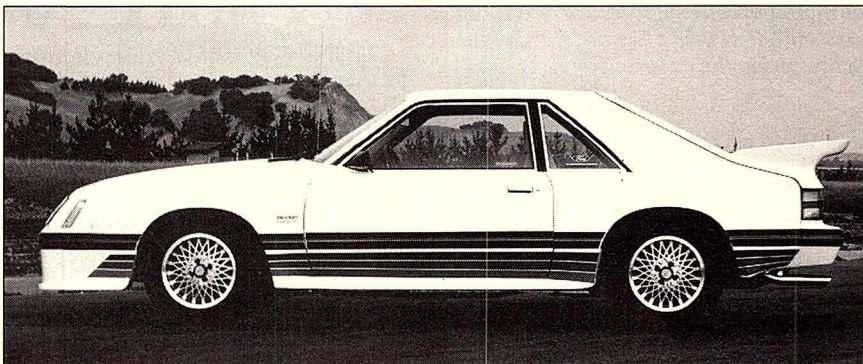
graphics; Lazer Red with silver, gold or black graphics; or Rio Red with silver, gold or black graphics. The attractiveness of all these combinations makes deciding on one about as easy as choosing between chocolate cake, apple pie, strawberry shortcake and peach cobbler. Anyone who can't find something here to go crazy over may need to have his or her taste examined.

The '94 Mustang's interior is more expressive than any Mustang that Saleen tweaked before, and it's the first equipped with dual airbags (which Saleen retains). Saleen replaces the stock speedo, tach and gauges with its own whitefaced versions—the numbers on the speedometer now reach an eager 200 mph. The driver and his shotgun passenger butt-plant into Recaro seats, while anyone sentenced to the cramped rear seats gets matching upholstery. Celebrating Saleen's various championships is a wreath plaque, while console and seri-

alized engine-bay plaques ensure that owners don't confuse their S-351s with someone else's.

A "regular" S-351 may not be enough for a select few performance extremists. For them, Saleen offers the SR-351 package and a series of performance options and appointments. The \$37,000 SR-351 packs the S-351's poke into a lightweight, race-oriented container. The SR-351's radical diet includes true magnesium wheels, carbon-fiber body panels and the deletion of the S-351's standard A/C, radio and power accessories. Then Saleen adds a four-point rollbar and racing seats to make the Mustang as close to race-ready as any car can get without Ernie Irvan driving it.

Beyond that lie individually available performance options such as a Saleen/Vortech supercharger system blowing in at an 8psi wheeze and massive 13-inch, four-piston front disc brakes supplemented by grooved rear rotors. The wheels and tires can even be expanded beyond their gargantuan proportions, with the rear wheels



The first Saleen Mustang was this '84 which, like every Saleen, featured distinctive detail and a massive rear wing. Modifications of the first car were limited to suspension upgrades, graphics and aerodynamic body panels.



In 1986, Saleen began racing, proving instantly competitive in the SCCA Escort Endurance Championship and earning its first victory at the grueling 24 Hours of Motor-sport. In 1987, relying on more power, courtesy of Ford, and better brakes, courtesy of itself, Saleen took all four components of the Escort Championship: Driver, Team, Tire and Manufacturer.

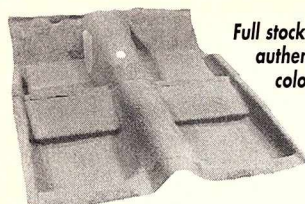
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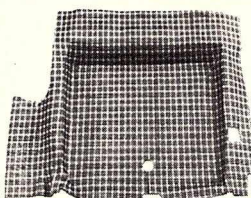


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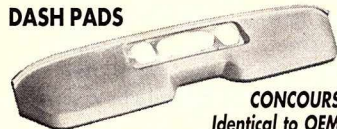
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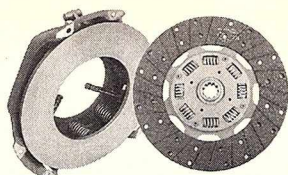


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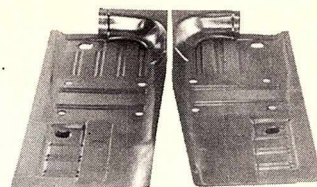
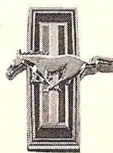
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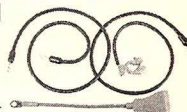
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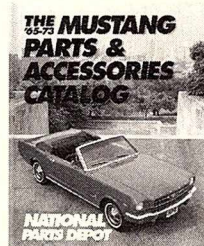
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SCHROTH®

SALEEN FACTOR

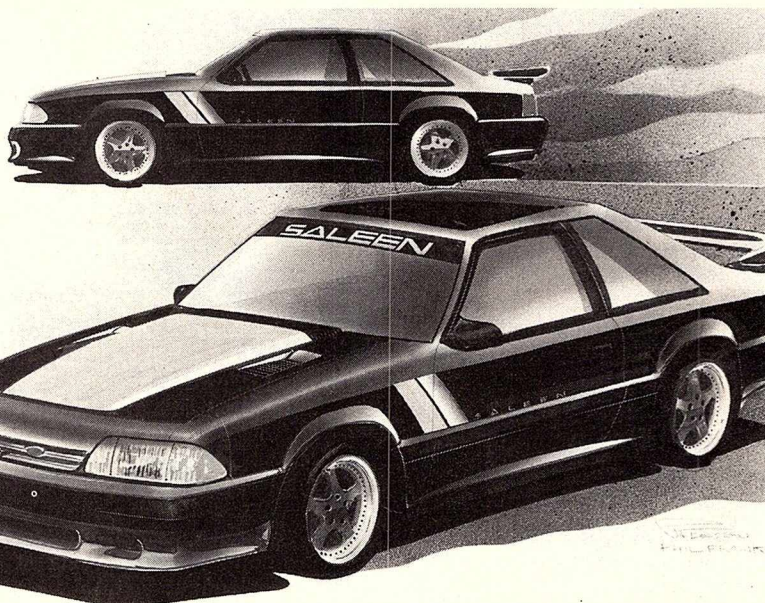
spreading out 10 inches and sporting P285/35ZR18 Comp T/As. The rearend gear can be swapped for the instant response of a 3.55:1 set, and the suspension can be made cockpit-adjustable.

An S-351 or SR-351 equipped with everything should be capable of beating back Corvettes, Porsches, Ferraris and the odd reappearance of Soviet-style communism. Saleen also covers nearly everything in leather except the valvesprings, paints the car any color and throws in sound systems capable of volumes that could rattle tectonic plates. All it takes is a checkbook with a very high redline.

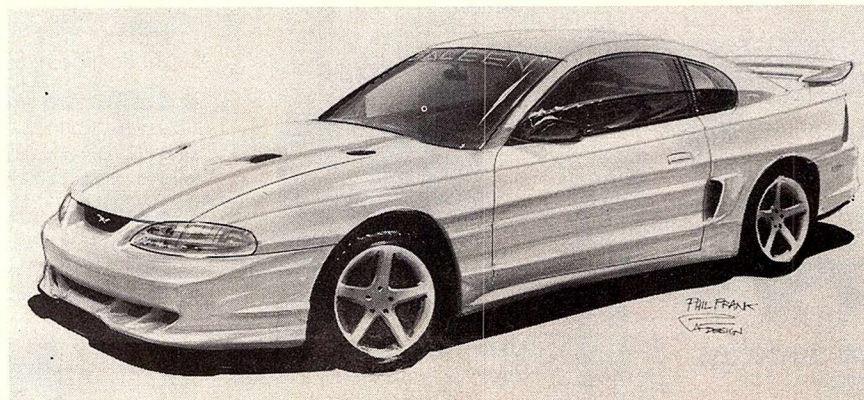
Saleen's surprise for 1994 is a V6 Sport, which brings the visual excite-

ment of the S-351 and SR-351 to the affordable V6-powered base Mustang. Featuring a full Racecraft suspension, 17-inch wheels and tires, a Hurst shifter and a rear wing, the V6 Sport starts at around \$15,000. Saleen will also offer a power package with a Vortech supercharger, ceramic-coated headers, an upgraded fuel system and an electronic boost control to increase the V6's output up to 220 hp. Even then, the V6 Sport should retail for only about \$21,000. Like the other Saleens, it's on sale at specially selected "Team Saleen" Ford dealers across the United States.

Longevity isn't everything in business, but it indicates tenacity and usually a bedrock corps of repeat customers. The '94 Saleens show that the company, as it has for 11 years, still makes the primitivism of the Mustang work.



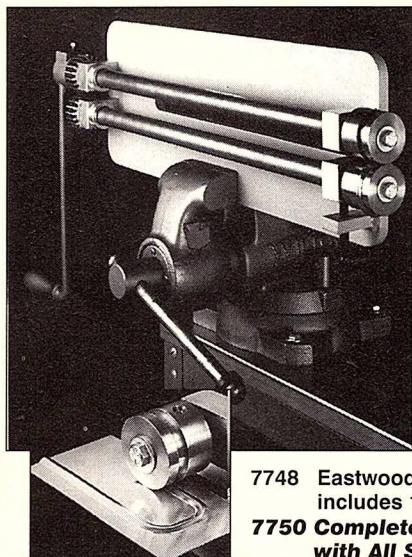
In 1993 Saleen celebrated its 10th anniversary as a Mustang tuner with the introduction and production of its SA-10 Anniversary Edition Mustang powered by a supercharged 5.0-liter engine. It was the ultimate expression of the Saleen's experience with the '79-'93 FOX-platform Mustang, and it packed everything Saleen knew into one marketable package.



The conceptual drawing of the S-351 coupe shows just how close Saleen has come to realizing its dreams for the car. Nearly all the body panels and wheels are now a reality.

METAL FABRICATION FAVORITES

The Eastwood Company®



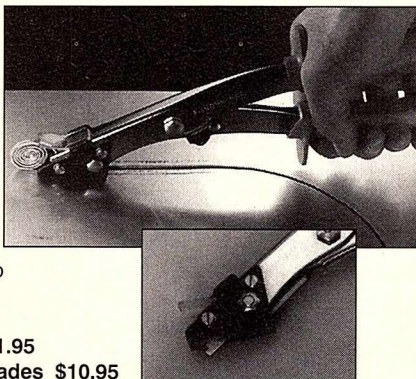
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The Eastwood Metal Working System easily cuts and forms up to 18 gauge steel into an amazing assortment of parts. The system is actually six tools in one: three bead rollers, (1/4", 3/8" and 1/2"), a rolling shear, and two unique offset flanging tools (1/16" and 1/8"). Changing mandrels takes only seconds. Now you can form floor pans, trunk pans, fire walls, wheel tubs, battery trays, dash boards, and other sheet metal parts needed for restoration and custom work. Precision-machined tooling makes using the system a breeze. Eastwood has engineered these six powerful tools into one versatile unit that offers advanced metal forming capacity at an attractive price.

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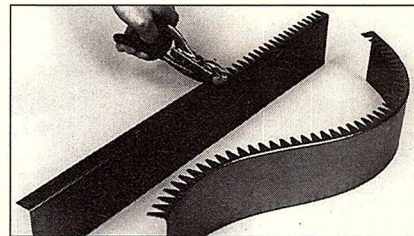
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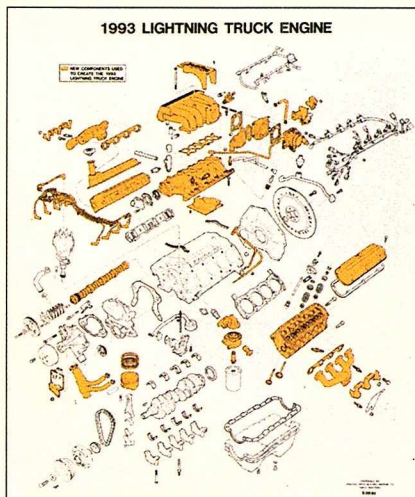
That's What We'd Call Installing a 351 Lightning Crate Motor in a Ranger

By Sue Elliott

PHOTOGRAPHY: SUE ELLIOTT

What do you get when you cross a Ford Ranger with a Ford F-150 Lightning? The Stranger, a 351 Lightning-powered '93 Ranger. And why would anybody want to install a 351 Lightning motor, which comes in the full-size F-150 Lightning pickup, in the much smaller Ranger? For the same reason the factory installed big engines in intermediate cars during the musclecar era: it makes them womp.

While this Ranger came from the factory with the most powerful engine available—the 160hp, 4-liter V6—it was still seriously lacking in womp ability. If you feel the same way about your Ranger (or Explorer), you may want to think about this engine swap, too. One thing's for sure: You'll never complain about your truck's being slow after you give it this

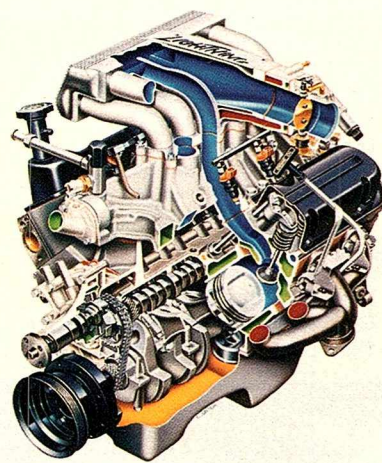


The yellow components are pieces added to the 351 Windsor to create the Lightning motor. As you can see, there are plenty of parts and pieces, from the cam and heads to the pistons and plug wires.

torque injection.

How much torque does a Lightning motor provide? Factory figures for the engine (available in crate form from the Ford Motorsport/SVO catalog, PN M-6007-L58) are 240 hp at 4200 rpm and 340 lb-ft of torque at 3200 rpm. The motor we installed spent some time on the Roush dyno and put out

1993 LIGHTNING TRUCK ENGINE



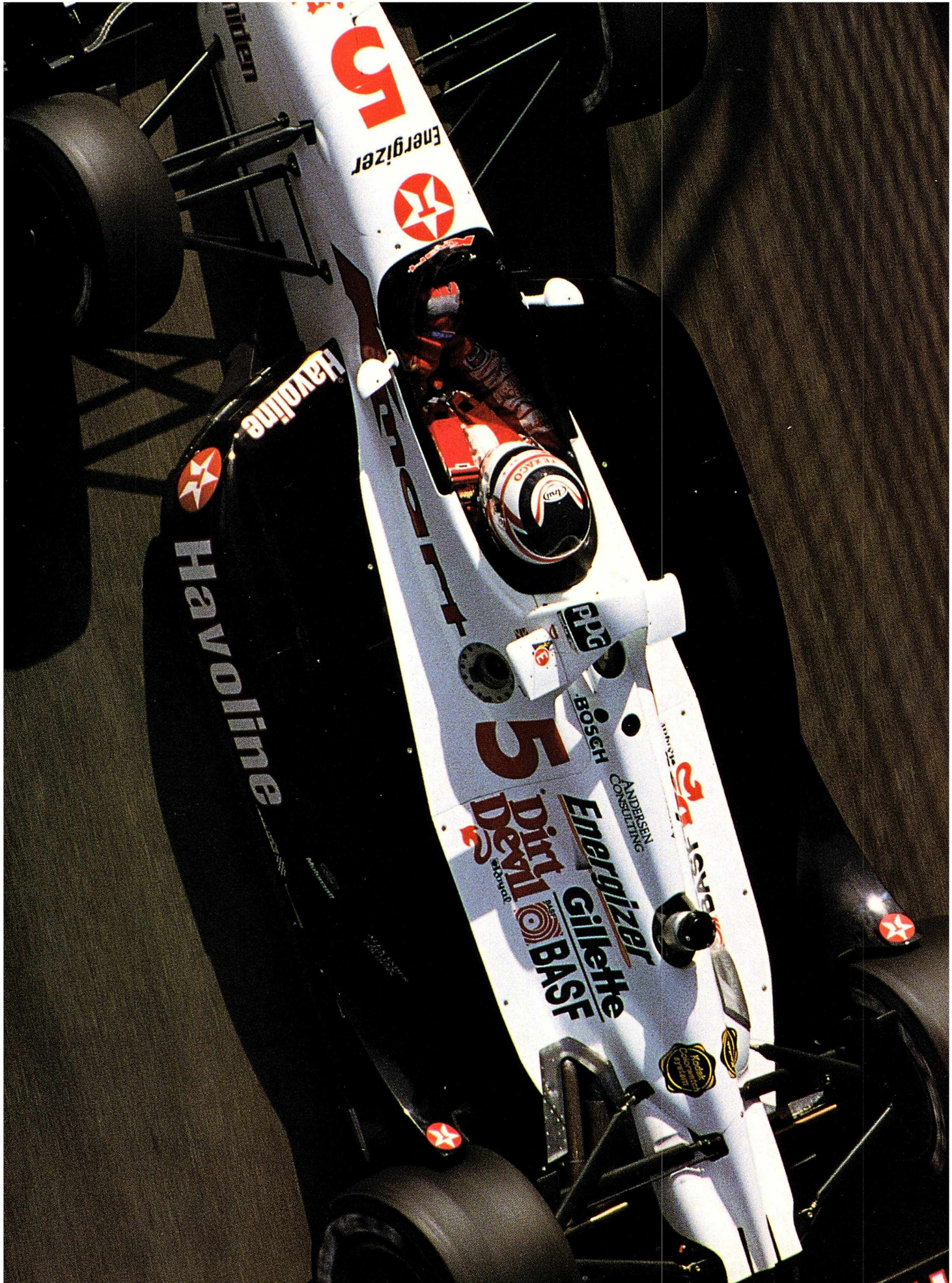
This cutaway provides a terrific peek inside the 240hp Lightning engine, which debuted on the '93 F-150 Lightning pickup.

maximum-gross-power figures of 270 hp at 4500 rpm and 372 lb-ft at 3500 rpm. Torque remained above 300 lb-ft from 1500 to 4700 rpm.

Getting this engine into the Ranger is not the easiest task in the world, and it's certainly not as easy as getting it into a Mustang, but it's not as complicated as you might expect. If you de-



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THEY ASKED US TO TAKE THE LEAD.**



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Mustang GT

- 1994 Motor Trend "Car of the Year"



Taurus SHO



Ranger Splash

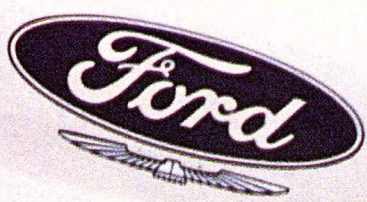


Probe GT

- An Automobile Magazine 1994 "All-Star"
- One of Car and Driver's 1994 "Ten Best"

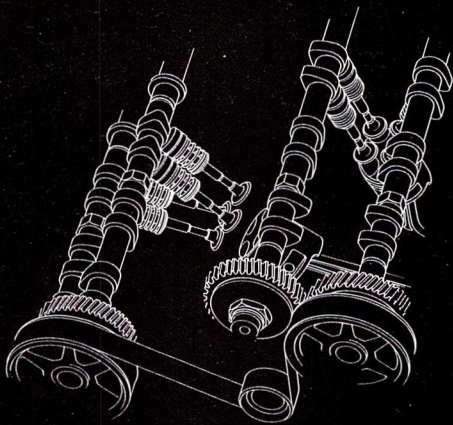


Valvoline



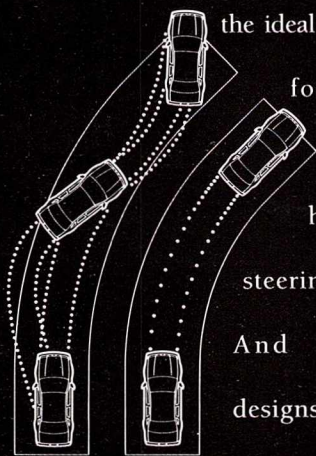
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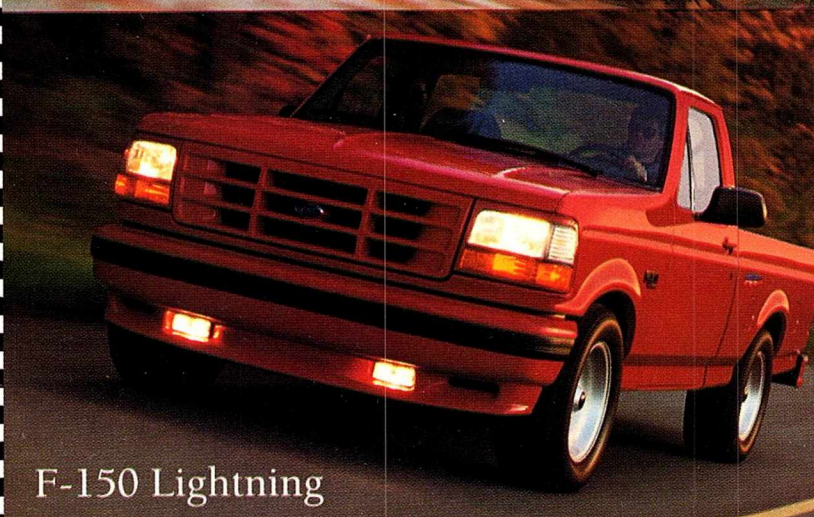
Thunderbird SC



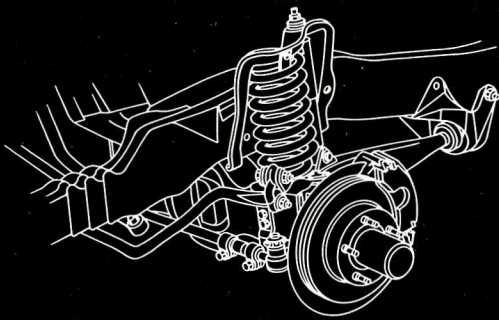
Mustang Convertible



Escort GT

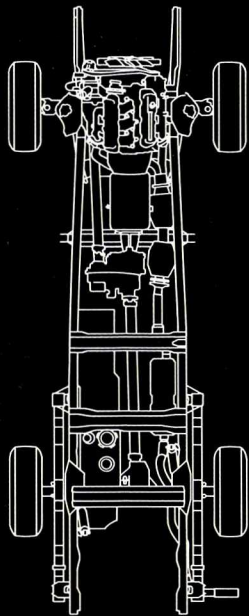


F-150 Lightning



FLYING HIGH IN DURABILITY.

Now that state-of-the-art technology is yours to own, we're making sure you can own it for a long time. Built Ford Tough. We think of that as our secret recipe. It comes from the talent of our engineers, mechanics and drivers. The quality of our components. And the torturous hours of testing – where you can usually find us somewhere between razor sharp rock and the burning hot sun. If you can appreciate that logic now, imagine how happy you'll be watching your odometer roll like there's no tomorrow.



Ranger XLT 4X4



F-150 XLT 4X4



Explorer Sport



Bronco



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IndyCar World Series
Champion**



**1993 IMSA
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Champion**



**1993 Off-Road
Truck Manufacturer's
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You have to be good to bring race technology to the street. You have to be even better to bring race-winning technology to the street.

At Ford, we've seen our share of the checkered flag. In 1993, we took ten championships. Eight new speed records. Plus, more than seventy major racing victories. Once again, Ford brought home more trophies than any other competitor.

AND LOOK WHERE IT'S GOTTEN US.



**1994
Motor Trend
Car of the Year.**

And in keeping with our "we race, you win" tradition, it only made sense that our latest

addition to your circuit, the all-new Ford Mustang, got some recognition of its own. To be specific, 1994 Motor Trend Car of the Year honors. All in all, it's going to be nice to lead the pack with that kind of distinction.

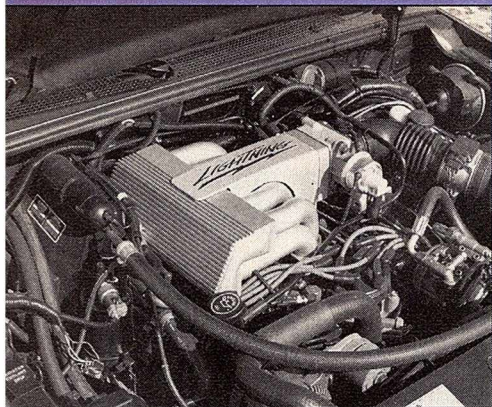
Perhaps you'd like to join us.



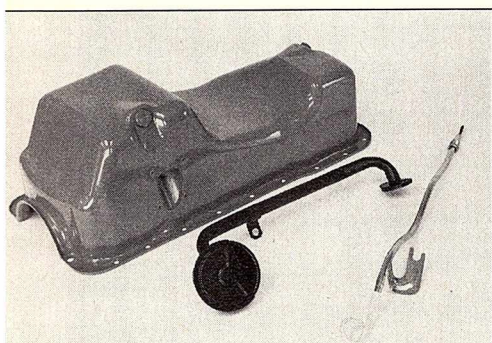
HAVE YOU DRIVEN A FORD LATELY?



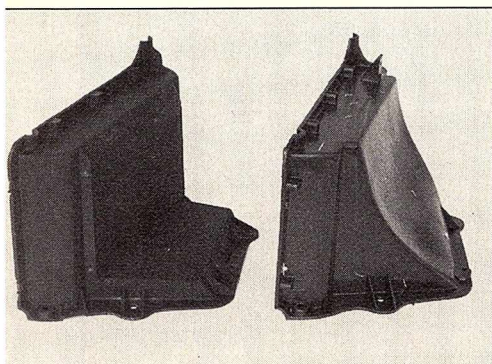
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The Lightning engine looks remarkably factory under the hood of the Ranger. Windsor-Fox Performance Engineering did an admirable job of buttoning everything up and installing all the wiring and vacuum hoses properly.



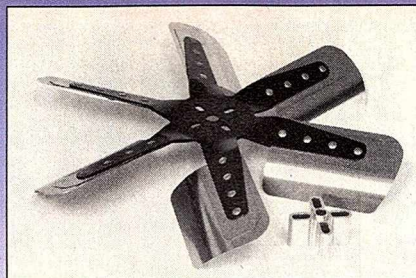
While the Lightning crate motor comes with an oil pan, you'll need to swap for clearance reasons in the Ranger. The oil pan, pickup tube, dipstick tube and main stud come as a kit.



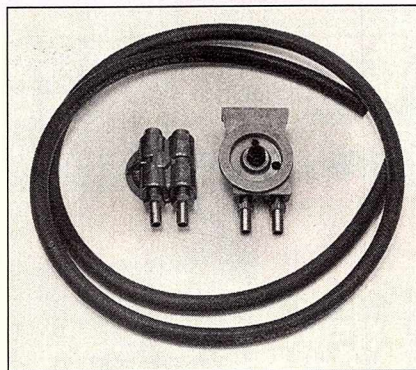
The Ranger's stock heater-box cover (right) needs to be modified (left) to clear the Lightning's upper intake manifold. Sheetmetal pieces were attached to the original plastic part, using silicone.

cide to try it, you will have to make a few decisions, such as which transmission to use. You'll also have to figure out which computer and chip to go with and what kind of air-metering system you want to use.

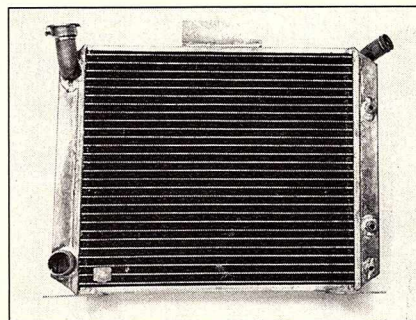
In the F-150, this engine is mated to the E4OD electronic overdrive, four-speed automatic transmission, which



You'll also need to swap fans and most likely install a spacer.



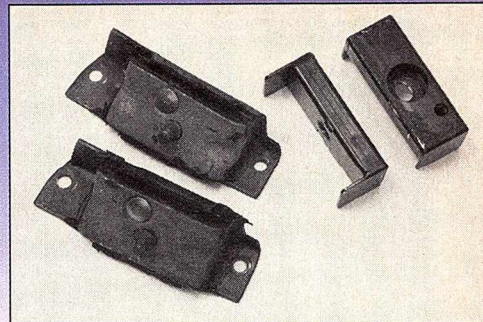
Because of the location of the steering box on the Ranger, you'll need a remote oil-filter adapter kit, too.



The additional power under the Ranger's hood requires additional cooling. We added a four-core radiator.

features computer-controlled shifts. It would be great if the E4OD fit in a Ranger, since all you'd have to do is install a Lightning computer and wiring harness. Unfortunately, that trans doesn't fit. Since life is never easy, it should come as no surprise that the four-speed automatic that comes mated to the 4-liter V6 in the Ranger won't do, either. It can't handle the power output of the Lightning crate motor and won't bolt up to it, anyway. So, we opted to install the AOD, the brainless four-speed overdrive automatic used in Ford trucks and Mustangs for years. It mates right up to the Windsor with no problems, except what to do with the computer.

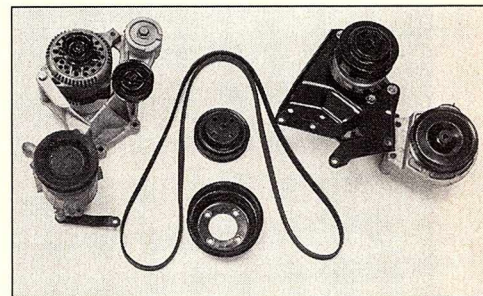
Naturally we can't use the Lightning computer with the AOD, because it wants to talk to a transmission. So we



Naturally, you'll need a motor-mount kit.



You'll also need to swap Pitman arms to drop the steering assembly for clearance to the oil pan. This piece is from Total Performance (PN 83RB3590).



The serpentine belt drive kit from Total Performance (PN 83RB8501D) includes the serpentine belt, the A/C compressor and brackets, the power-steering pulley and bracket, the water-pump and crank pulleys, the alternator bracket, the belt tensioner and all necessary hardware. It does not include the power-steering pump or the alternator or smog pumps, which are also shown and are the stock parts off a 4.0-liter Ranger. It includes all the pulleys except the one for the smog pump.

installed a Mustang computer and mass-air sensor (MAS). Other options are to install a speed-density setup, which comes on the Lightning, and use a Lightning computer with a custom chip (if you can find one), or use a speed-density setup and a speed-density-era Mustang computer. We used SVO's Cobra 70mm MAS kit (PN M-9000-C52), which includes the processor, 24-pound injectors and the MAS.

Windsor-Fox Performance Engineering of Apple Valley, California, took care of the Lightning crate motor installation for us. Total Performance installed the AOD and performed some

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65-73 (state year) 620lb. coils lower car 1", increases stability. Improves ride quality. Black powder coated 69.00 set

Coil Saddles	65-73	29.95 each
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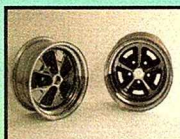
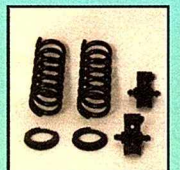
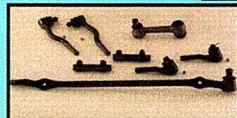
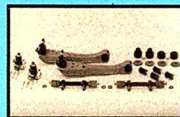
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65-73 HD upgrade. State year of car.

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Polyurethane bushing set	39.90
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Convert your original "point contact" style clock to dependable quartz movement. Easy to install 65-70 Call for 71-73 State application and year of your car 59.95

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Battery sets include: Positive, negative and ground strap. Radiator sets include: Upper, lower and by-pass hose. State year of car and application.

Battery cable sets	all years-models	49.95
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69-70	Coupe, 2+2	159.00
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Negative Roll system.

Allows negative camber settings for maximum cornering ability and stability at high speeds. Ultimate suspension modification for the early Mustang. Lifetime warranty with each set sold !! Negative roll kits include: (2) Tubular upper control arms, (2) Del-Alum upper control arm shafts, (1) Installation template. 65-73 Mustangs State year when ordering 429.00

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Bolt these assembled GT-40 heads directly to your stock exhaust and intake manifolds !! Pick up additional 25+ HP with increased breathing ability. Fits 289-302 without air injection tubes. GT-40 Heads Assembled 799.00 pr.

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Black crinkle finish	
Mustang Powered by Ford.	99.00
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1968 Deluxe arm rest pads.

Black only, sold in pairs 89.00

1969 Console lid. Black 29.00

1965-73 Upper Control Arms 129.00 each

Trunk Mat Kits include:

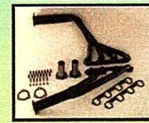
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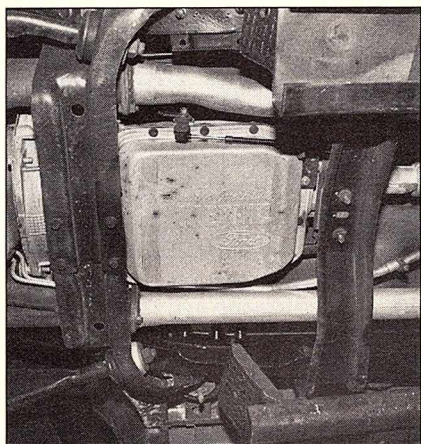
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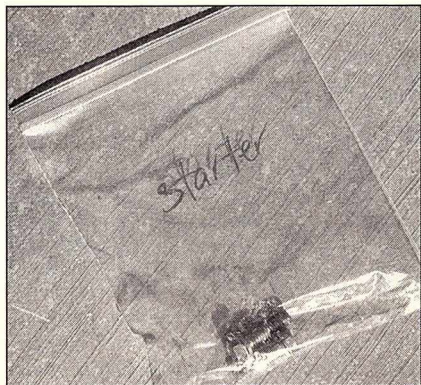
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WAKE-UP CALL



Swapping in the AOD was relatively painless. You do have to move the cross-member forward a bit, hammer on the transmission tunnel for clearance and modify the shift lever slightly. But you can retain the stock trans mount off the Ranger's four-speed automatic.

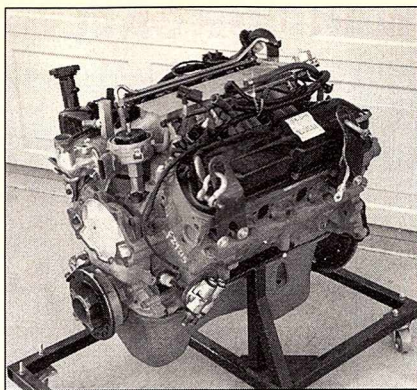


Whenever you're taking something apart, and especially when you're taking a whole engine compartment apart, be sure to keep all the parts from each assembly ordered and labeled. The sandwich-bag approach works nicely.

of the mods to the brackets and other parts. Windsor-Fox specializes in EFI engine swaps and is best known for swapping 5.0-liter mass-air engines into T-birds, Broncos and Mustangs that didn't come so equipped. If you don't want to swap your own, Windsor-Fox is set up to do the installation in two-wheel-drive Rangers for \$9845, which includes all parts and labor. The company keeps your former engine and trans.

MODS TO BE MADE

Because the air must enter the Lightning engine from the driver side, you'll need to make a couple of mods under the Ranger's hood. First, you'll need to move the battery from the driver side to the passenger side. We



Here is the Lightning crate motor ready to install. Some items off the 4.0-liter have been retained, and other Lightning parts were changed to make this mill fit into the Ranger's smaller engine bay.



Here's a hot tip: It's easier to install the driver-side motor mount on the engine before the engine goes in.

used the battery tray from an earlier Ranger, since the battery used to be mounted on the passenger side on earlier models. The original battery tray was left where it was because it was spot-welded in, and because it's in the perfect place to support the stock airbox, which must be moved to the driver side.

We tried to use as many original parts as possible to make the swap easier and less expensive. The throttle, cruise control, shift and kick-down cables were all retained from the 4.0-liter automatic Ranger, though minor mods had to be made to their brackets. How you choose to modify the brackets depends on your application and taste. We created a throttle-cable bracket by combining stock 5.0-liter and Ranger 4.0-liter brackets.

Likewise, how you modify the mounting points of some accessories is up to you. We retained the power-steering pump and the alternator off the 4.0-liter as well as the power-steering pressure and the return lines. We also kept the power-brake booster, though it had to be moved from in front of the battery tray where it would have interfered with the new location

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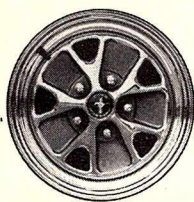
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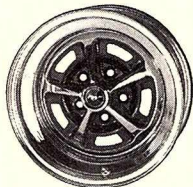


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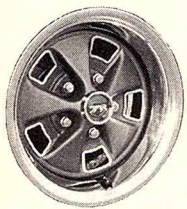
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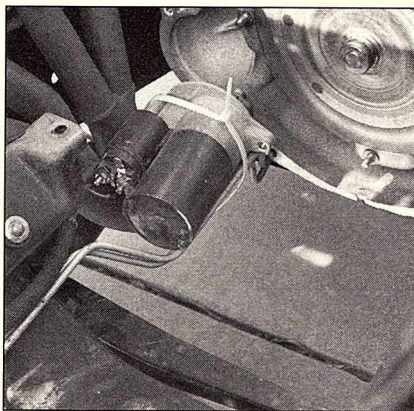
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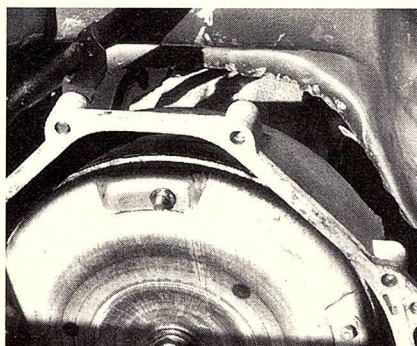


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WAKE-UP CALL



As you can see, the starter gets pinned in by the engine, so be sure to install a good one. You're not going to want to change it any time soon. You would also be hard pressed to remove the headers with the engine in place.

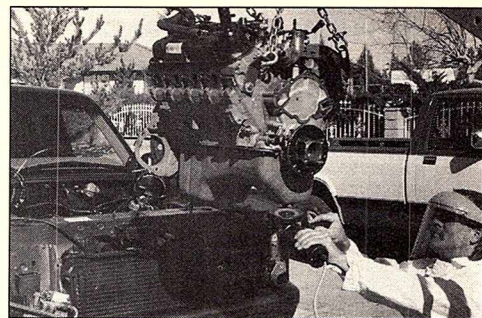


The transmission tunnel took a bit of hammering to clear the AOD, as did the driver-side firewall to make way for the smog equipment on the 351.

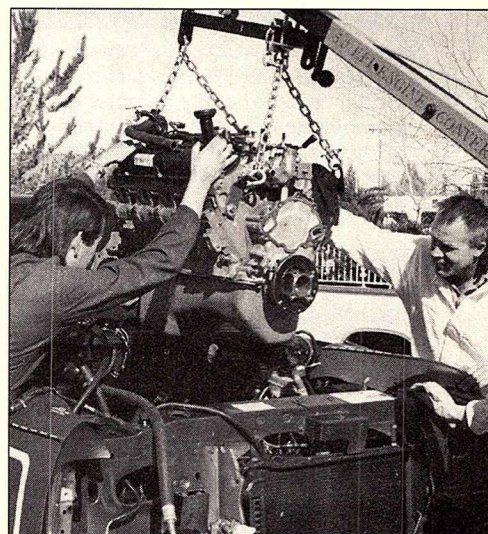
of the airbox. We simply moved it back a bit and refastened it to the inner fender. We also had to modify the heater box to clear the manifold's upper intake plenum. (You can avoid this on 5.0-liter swaps, since Windsor-Fox offers a modified upper intake plenum and spacer kit that clears the A/C-and-heater box without requiring cutting.)

The original A/C remains in the car. However, we did install a much beefier four-core radiator, which comes as a kit with upper and lower radiator hoses. It now resides in front of the core support. (It's a good idea to remove the headlight/grille assembly to do the swap; anyway, you must take the hood off the truck.) The A/C condenser was also moved to outside the core support to clear the four-core radiator. In addition, we added a stainless-steel direct-drive flex fan (reverse-rotation, of course), and we used the crate motor's water pump.

While the Lightning crate motor comes with an oil pan, the pan won't fit



We found it necessary to grind down the front oil pan's sump bolt because it was rubbing on the tie rod. We added a washer under each motor mount to lift the engine about 1/8 inch.



Even with the hood off to clear the way, it's a three-person job to install the engine. Those are some mighty tight quarters in there, even for a 4.0-liter V6.

in the Ranger. So you'll need an oil pan, pickup tube, dipstick tube and main stud, all available in a kit from Windsor-Fox. You'll also need a different Pitman arm to drop the steering assembly for clearance to the oil pan and a remote oil-filter adapter kit (L&L Products PN 040184) because of the location of the steering box on the Ranger.

Wiring is the stickiest part of the swap. Fortunately, custom wiring harnesses for the Lightning motor installation are now available from Windsor-Fox. In fact, the company offers custom harnesses for virtually any FI engine installation.

Other parts necessary for the swap include a small, high-torque starter (Ford PN M11000-A50), a starter solenoid (Ford PN E9TZ-11450-B), a motor-mount kit (L&L PN 030302) and headers for 351ci two-wheel-drive Ranger applications (available from at least three sources, including Windsor-Fox). In addition, you'll need a serpentine beltdrive kit (Total Perfor-

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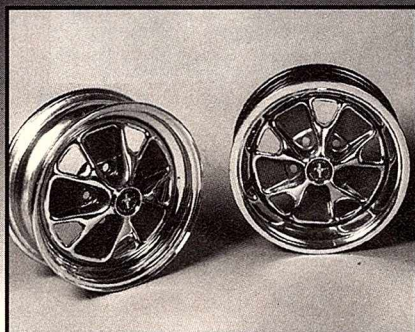
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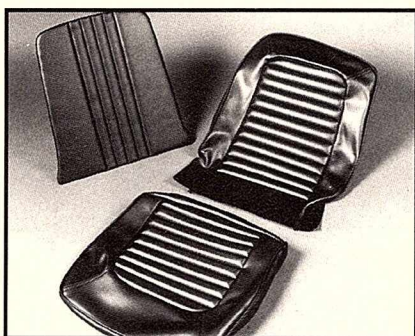
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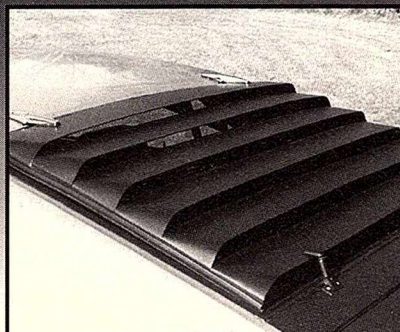


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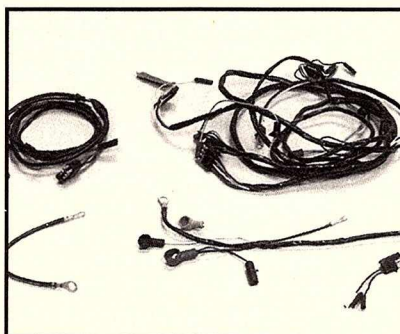
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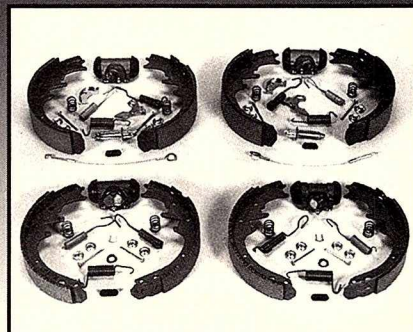
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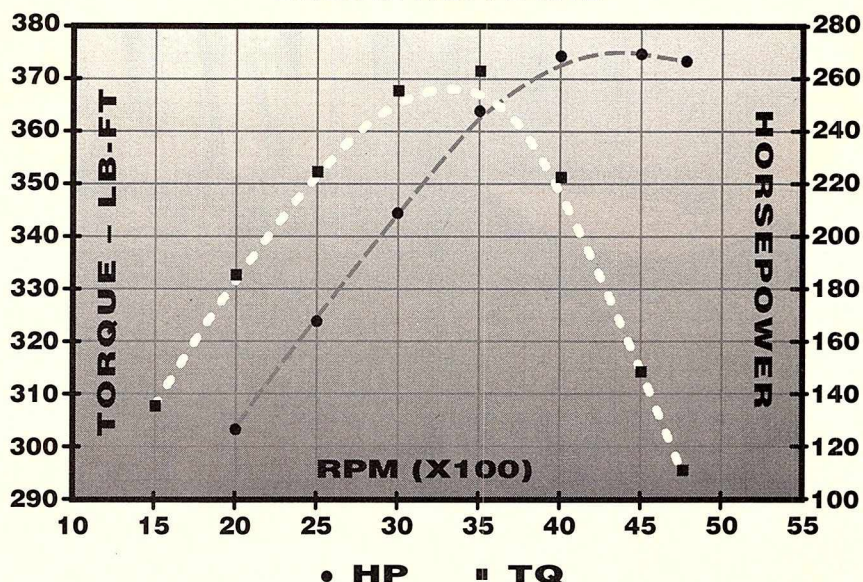
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WAKE-UP CALL

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This Lightning 351 crate motor spent some time on the dyno at Roush, where it produced peak-gross-power figures of 270 hp at 4500 rpm and 372 lb-ft of torque at 3500 rpm. The performance game is all about torque, and the torque figures on this mill remain above 300 lb-ft from 1500 to 4700 rpm.

mance PN 83RB8501D), which includes the serpentine belt, the A/C compressor and brackets, the power-steering pulley and bracket, the water-pump and crank pulleys, the alternator bracket, the belt tensioner and all necessary hardware.

We also had to add several inches to the front driveshaft. Your engine offset may be slightly different, so measure carefully before you modify the driveshaft.

Swapping in the AOD was a matter of moving the rear crossmember forward a bit and drilling two mounting holes. On the passenger side, we continued to use what was the top right mounting hole for the top left bolt. However, the driver side is different. We retained the stock trans mount off the 4.0-liter's four-speed automatic. And we had to hammer on the transmission tunnel a bit for clearance. Also, the shift lever required a bit of modification.

Naturally, Windsor-Fox is the best source for information on this engine swap. However, you can also get plenty of help from Helm Publications, which sells official Ford Motor Company shop manuals and wiring diagrams.

Once it's under the Ranger's hood, the Lightning engine looks remarkably factory. Windsor-Fox did an admirable job of buttoning everything up and installing all the wiring and vacu-

um hoses properly. This special 351 works like a charm and has no problem breaking the rear tires loose. Now all it needs is a new exhaust system based on the Lightning components and free-flowing mufflers. We can hardly wait until it's uncorked. Then it'll really womp!

SOURCES

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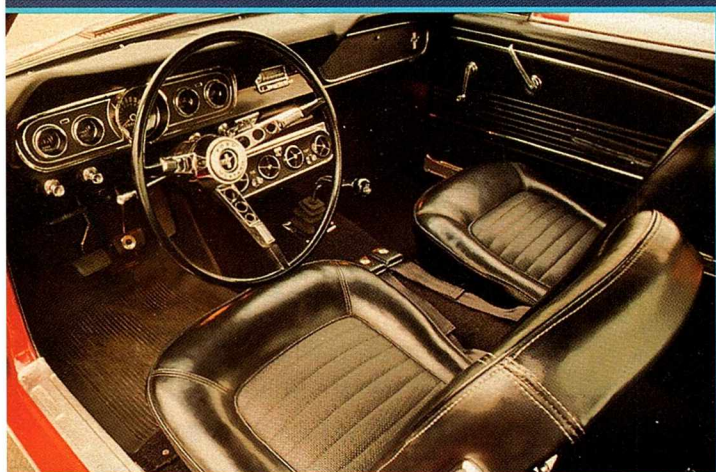
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The stock '66 interior was restored by Collins Upholstery in Upland, California. The factory underdash A/C has been fitted with a Sanden conversion by California Pony Cars. An original AM/FM radio supplies the tunes.



The sleek roof lines of the early fastback are still attractive to many enthusiasts and seem to be timeless in design. This was the era of all-metal, all-American cars.

E-OWNERSHIP



We photographed the car and did some skidpad work on this pony at the famous Pomona dragstrip, home of the Winternationals and World Finals. Except for a custom fiberglass front valance with driving lights, the exterior is stock.

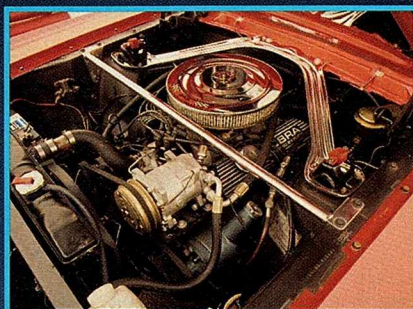


By Jim McGowan

**PHOTOGRAPHY: C. VAN TUNE
& WES ALLISON**

Owning anything for 28 years is quite an accomplishment. In this day of disposable cars and recycled everything, owning a car for five years is a long time. But Johnna Harrington and her mother are the original owners of this way-cool '66 high-performance pony.

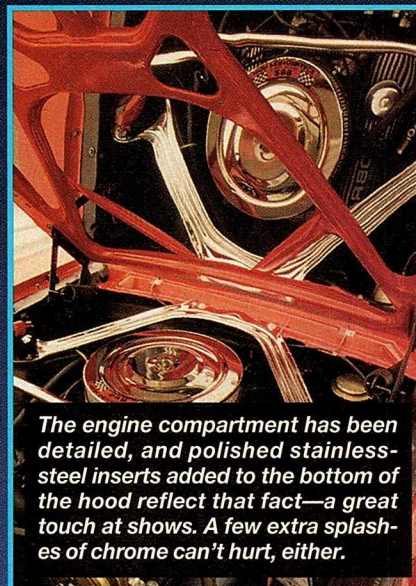
It all started in 1966 when Johnna's mother bought the Mustang for them to share. Johnna met future husband Ray Harrington that same year at Ozzie's Drive-In in Southern California, while driving the Guards Red fastback. Several years later, Mom moved back east and took the Mustang for transportation. In 1980, she called Ray and Johnna and said she wanted them to have it back to re-



The original 289ci block was bored .060 over and fitted with 10.5:1 Sealed Power forged pistons and rings. The stock Ford ignition is still used, but the engine has been updated for performance. A Holley 600cfm carb on a Cobra high-rise intake fuel the fire.

store it for Johnna. She just couldn't bear to sell it. As you can see, the restoration is complete and a retina-scorching knockout.

The Harringtons are members of the Shelby American Club and have a few other ponycars in the stable beside this fastback. Johnna says they have the Mustangs "to go fast and look good doing it." This '66 proves the point, with a best quarter-mile of 13.20 seconds at 105 mph. Let's look at how they go that fast.



The engine compartment has been detailed, and polished stainless-steel inserts added to the bottom of the hood reflect that fact—a great touch at shows. A few extra splashes of chrome can't hurt, either.

The original 289 V8 is bored .060 over, and the cylinders are filled with forged Sealed Power 10.5:1 pistons and rings. The pistons were part of a balanced crankshaft/engine kit from Speed-O-Motive. The crank is original and fitted with Federal Mogul bearings, with five quarts of oil amply circulated throughout by a Mellings pump. A Competition Cams bump-

PRIDE OF ONE-OWNERSHIP

stick and valvetrain are activated by a Cloyes Gear and Products timing chain. The heads were treated to a three-angle valve job with bronze guides, and they wear Cobra by Ford valve covers. The Mustang is cooled by the original three-core radiator and plenty of speed.

A 55amp alternator supplies current to fire the potent small-block, while a Holley 600cfm carb and Cobra High-rise intake provide the fuel. California Pony Cars (CPC) supplied the hi-po cast-iron headers, which dump into dual pipes fitted with an H-pipe balance tube, and Walker Super Turbo mufflers. The entire ignition system is stock.

Backing up the 289 is a Borg-Warner T5 five-speed with a 10-inch Ford clutch. The bellhousing is a modified late-model Ford unit to adapt the trans. The original shifter has been massaged to activate the T5. The trans-conversion kit is from CPC.

The rearend comes from an '80 Lincoln Versailles. It features disc brakes, a 9-inch Traction-Lock and 3.89:1 gears. A 3/4-inch rear sway bar with Monroe shocks and Kelsey-Hayes disc brakes let this potent pony handle like a slot car.

The front A-arms have been modified like the Shelby's, and a 1-inch Shelby antiroll bar is used up front. BFGoodrich Radial T/As are mounted on factory-styled 14x5.5 steel wheels. They've taken this Mustang to ozone-depleting speeds of 140 mph.

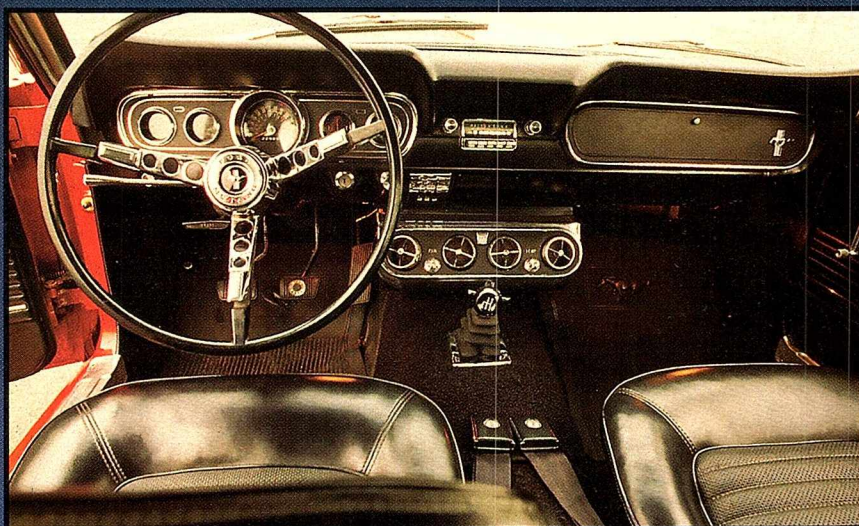
The interior of the Harringtons' pony is basically stock. The black upholstery has been restored, and there are several reproduction items from CPC, such as the horn ring and door speakers/grilles. The tunes are supplied by a factory AM/FM radio, while the air is chilled by the factory underdash A/C unit, with a Sanden conversion by CPC.

The "arrest me" red acrylic enamel exterior features a custom fiberglass front valance, and the rest of the car is pure '66 Mustang. All the bodywork and paint was done by Johnna and Ray, and the finished product is awesome. We seldom run across Mustangs with such pride of one-ownership.

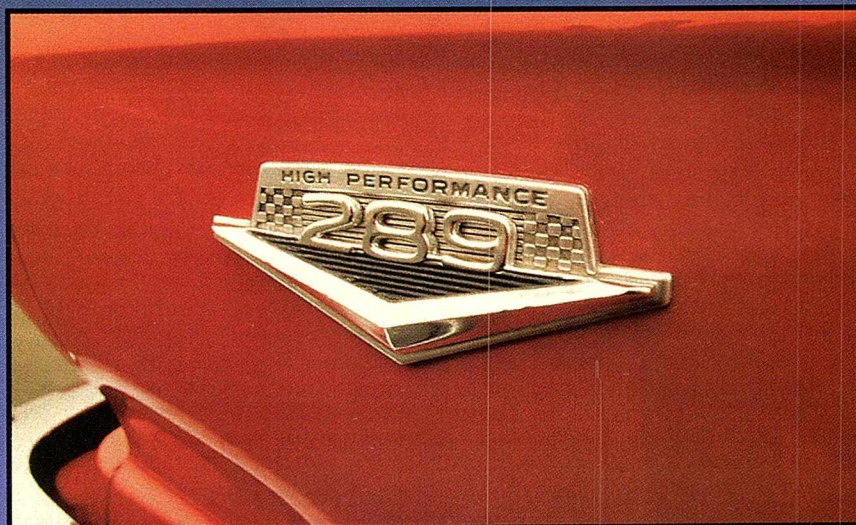
This is a rare badge today. Not many buyers optioned the high-performance 271hp 289ci engine. Obviously, this pony performs better today as a result of the Harringtons' efforts.



Exiting through the lower valance are dual pipes connected by an H-pipe balance tube and silenced by Walker Super Turbo Mufflers. The classic lines of the fastback have made it a favorite with Mustang collectors.



The factory four-speed shifter has been modified to shift the Borg-Warner T5 five-speed, and all the original Mustang gauges and controls have been retained. This ponycar is a great combination of restoration and '90s performance. In other words, it's a nice driver.



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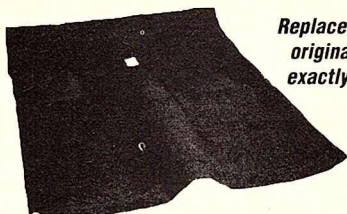
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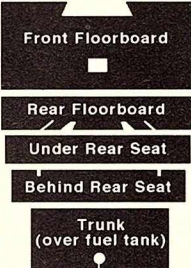
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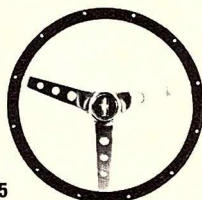
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Tips and Parts for Ford's Brawny Automatic Tranny

By Isaac Martin

Ford automatic transmissions have come a long way since the GM Hydra-Matic was installed in the '49 Lincoln. Today, Ford has its own line of proven automatics, and the best known to Blue-Oval enthusiasts are referred to by their part-number prefixes, C4 and C6.

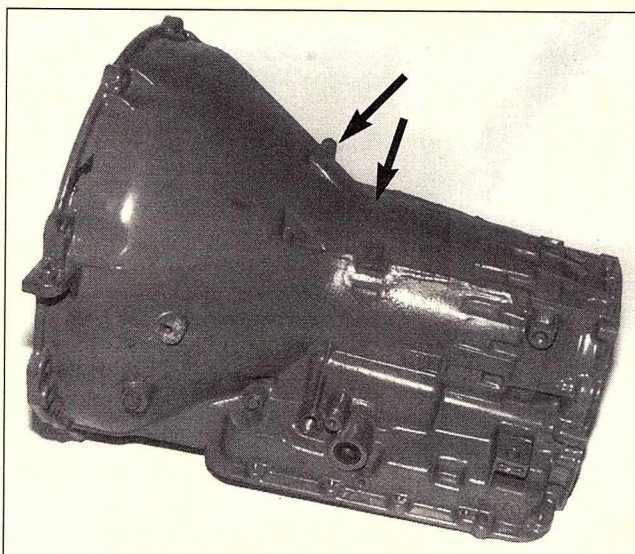
In this salute, we're looking at the big-brother, the C6. This transmission was designed with bigger components than the C4's to handle maximum amounts of torque. This isn't a how-to article, because transmission repairs and rebuilds aren't do-it-yourself chores. Transmissions are complicated mechanical devices, and to work on them requires experience and special tools. We'll cover the basics of the C6, how to identify it and which parts can make it better.

In general terms, a C6 uses a two-part planetary gearset with one band, a three-friction-plate clutch pack and a one-way clutch to provide three speeds and reverse. It isn't an overdrive transmission. The C6 was offered for both small-block and big-block FE engines.

Which is better, the C4 or the C6? It depends on your application. If you have a heavy vehicle or a big-block that packs lots of power, the C6 gets the nod. It's also good behind a high-power 351C or Windsor, thanks to its increased band-and-clutch capacity. But when compared to a C4, there's a weight penalty to be paid for the C6. In one form, it takes more horsepower to turn a C6. Also, the C6 isn't a happy camper at high rpm, if for no other reason than the fact that there are larger, heavier masses spinning inside the case. When the servo assembly is engaged to clamp the intermediate brake band to stop the turning reverse/high drum, the band has its work cut out for it with the drum's 14-pound weight.

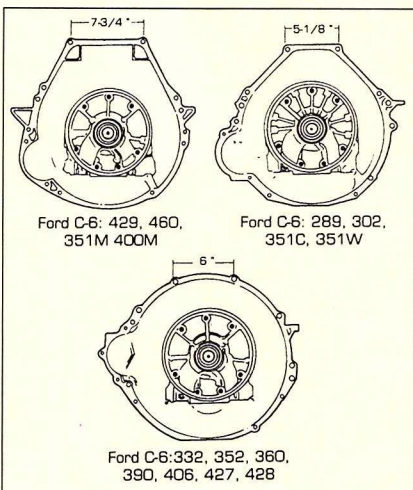
If your transmission performance is defined in quarter-mile increments, the C6 isn't the best choice. According to A-1's transmission experts, racers concerned with e.t.'s go with C4s, since C6s can be 0.10 to 0.15 second slower.

The C6 was introduced in 1966 and installed throughout the Ford and Lincoln-Mercury line in large cars, intermediates and big-block ponycars. Also, the



Unlike a lot of Ford parts, the C6 case's architecture has remained relatively constant over the decades. This happens to be an FE version. Later small- and big-block versions have reinforcing ribs cast in at the top (arrows) for added stiffness. If you're swapping a C6 into a FOX body, you may encounter some interference between the ribs and the tunnel opening. Sheetmetal dimpling solves this problem.

C6 SALUTE

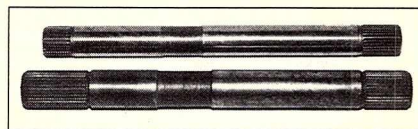


C6s were fitted behind FEs and all Ford's big- and small-blocks. Identifying bell-housing patterns is easy by checking the hole-to-hole dimension shown in the illustrations. In addition, pan identification is consistent for all C6s.

ILLUSTRATIONS: COURTESY OF B&M PERFORMANCE PRODUCTS

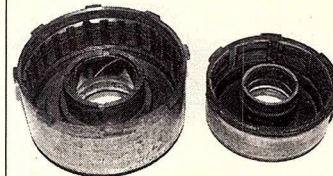
C6 was very popular in pickup trucks. On data plates or certification labels under "Trans," the characters identifying C6s are G, K, U, X, Z and 4. Of course, you need to confirm these with a pan identification. One good junkyard source for small-block C6s is the Econoline van with the 300ci inline-six.

One caveat is the Lincoln Mk III transmission. It uses the C6, but the tailshaft housing's configuration and output shaft are different from those of



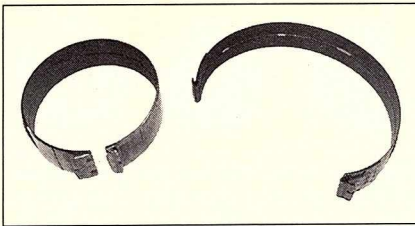
C6s were designed for heavy-duty use. This is a comparison of a C6 input shaft (bottom) with a C4. Before 1970, a 24-spline shaft was used. After, it increased to 26.

If more proof of the C6's husky design is needed, compare the size difference between its reverse/high clutch assembly with the one from the C4. A bigger drum means bigger plates, and that increases the friction area for more gripping. But you pay a weight penalty, because the C6 weighs almost 14 pounds. An aluminum unit is lighter and can reduce e.t.'s.

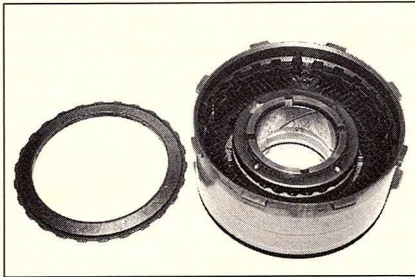


other Fords, so you'll have to change them before using the C6.

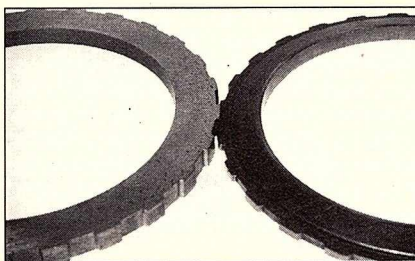
Another factor that concerns automatic performance is shift quality. Whether it has soft or firm shifts can affect the transmission's life. Detroit wanted soft shifts to increase the comfort of the driver and passenger. But the fact is that for longer transmission life—not to mention increased performance—you want firm shifts, because soft ones cause more wear.



Originally, the intermediate brake band that grips the reverse/high clutch assembly was a molded design. Later, Ford went to a flexible band. Of all the shops we talked too, not one said that one band was better. The flexible band rejects heat faster, but otherwise it's a matter of preference.



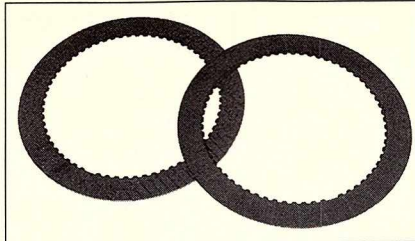
This reverse/high clutch drum with bottom pressure plate was equipped with a three-friction-plate clutch pack. This is indicated by the groove cut on the inside for the snap ring retainer. Ford Motorsport offers a replacement drum with five friction plates and five steel plates (PN M-7044-A), the ticket for race or tow applications.



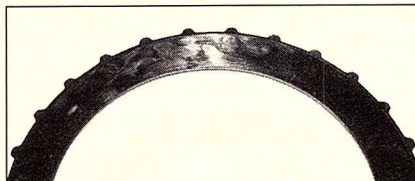
Here's a low-buck way to switch a stock three-plate pack to a four-friction-plate pack: switch pressure plates. The thick-topped top plate (left) is swapped with a thin-topped bottom plate (right) from a C6 forward clutch pack. Invert the bottom plate, and install it in place of the top one. In other words, use a bottom pressure plate on both the top and bottom to sandwich the four-clutch pack.

Soft shifts happen because of shift overlap, or the time it takes a shift to occur. As the band and clutches apply and release, slippage occurs between the friction surfaces and the parts, causing heat and wear. If the shift overlap is decreased, the shift occurs faster, and less slippage means less friction and wear.

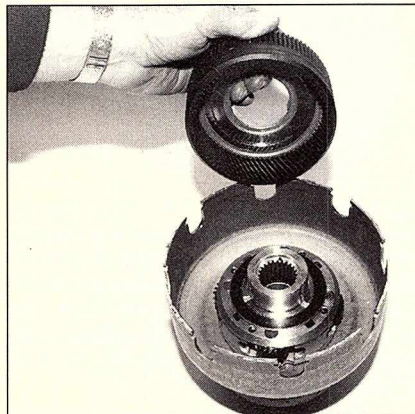
Transmission performance is also linked to maintenance. Change transmission fluid regularly, along with the



This is a shot of a stock clutch plate (left) and a clutch plate from Alto Products (right). The factory uses a metallic friction covering, which can burn the steel plates. Alto uses a softer, synthetic covering, which grips as well as the metallic but reduces the chance of the steel plate's burning.



If your plates look like those of a non-C6, it's a sign of trouble. You can see a bluish surface pattern from overheating. If the plates were this hot, you can be darn sure the transmission fluid was hotter than it should ever be. If this is the case, check the fluid to see if it smells burnt.



Inside the input shell is the new sun-gear assembly, followed by the forward clutch hub. The ratio change occurs due to the different number of teeth in the ring-gear hub. Because of the dimensional difference, the planet pinions are larger to take up the room created by the larger clutch hub.

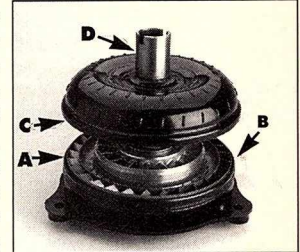
filter. It's easy maintenance, and filters are readily available. If you want extra filtration, consider adding a remote filter such as A-1's kit (PN 9407). The kit includes a remote base that uses a spin-on oil filter. The result is more filtering protection than what the single-screen, local filter provides.

Be careful changing the trans fluid, since it can be a messy job. Loosen all the pan bolts, then remove them from three sides of the pan. Now break the

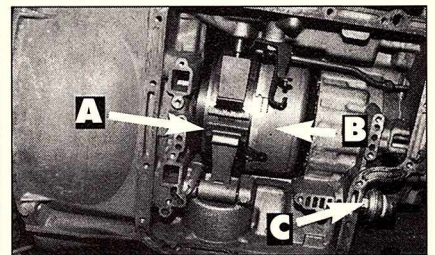
This is A-1's low-ratio gearset for the C6. Stock ratios are 2.46:1, 1.46:1 and 1:1. The A-1 kit permits an 11-percent reduction to 2.72:1, 1.54:1



(a 5-percent reduction) and 1:1 in Third gear. Lowering First gear increases overall gear multiplication. In other words, it's like providing an 11-percent-lower rearend ratio. So a 3.50:1 gear ratio



feels like a 3.88:1, but with the 1:1 high gear, your cruise rpm doesn't change. With increased low-end torque multiplication, performance is improved. Shown are the optional Torrington bearings, which are highly recommended. Normally, only plain thrust washers are used. Torringtons are roller bearings sandwiched between the bearing surfaces, so friction is reduced for longer component life.



Looking at a partially disassembled C6 interior shows how the intermediate brake-band assembly (A) surrounds the reverse/high clutch assembly. When a shift occurs, the band has to stop the heavy reverse/high drum from spinning, and that takes some force, which can strain the C6 case. Behind the reverse/high clutch assembly is the sun-gear assembly shell (B). This is where a low-ratio gearset would be installed. Finally, early C6s had screw-in modulators (C). Later versions use the more common push-on type. Is the modulator's vacuum-hose seal tight? A leak there affects shift quality.

pan loose and let the fluid drain. Then remove the remaining bolts and the pan. To make it easier, add a drain plug to the pan. B&M offers a kit (PN 80250) to install a drain plug in the existing pan. You can opt for a Motorsport standard-capacity pan with plug (PN M-7194-C6).

Speaking of pans, adding an extra-capacity pan is a good idea, because the extra fluid helps keep fluid temperatures in check. A-1 offers a 2-quart-

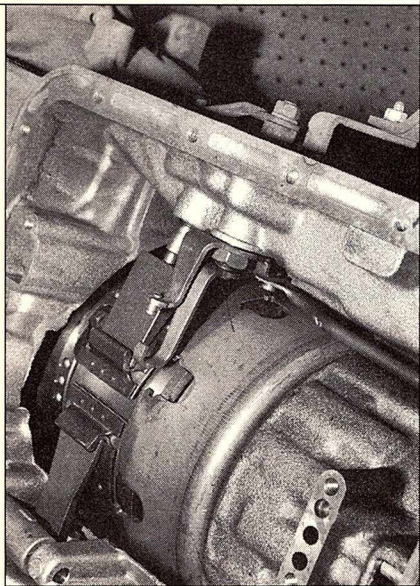
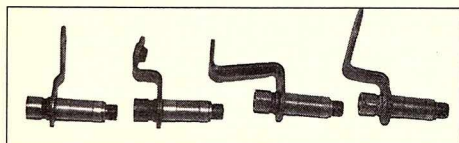
C6 SALUTE

extra aluminum pan (PN 5320), or you can opt for 2 quarts with TCI's aluminum pan (PN 428000). Both come drain-plug equipped.

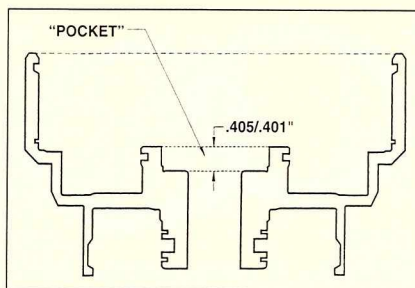
Inspect the pan bottom. Over time, buildup of a thin, dark coating is normal. But if it's sludgy and deep, it's not good. Metal particles or shavings at the bottom of the pan indicate serious problems. Also, is the fluid clear or dark and cloudy? If it smells burnt, it is. That's a sign of overheating and may mean trouble.

A final way to get C6 performance is to buy a completed transmission. TCI, for example, offers its Street Fighter package. The trans includes TCI clutches and bands, improved lubrication and increased torque capacity. Also, each one is inspected and dyno'd at the factory.

Have you driven with a C6 lately? ●

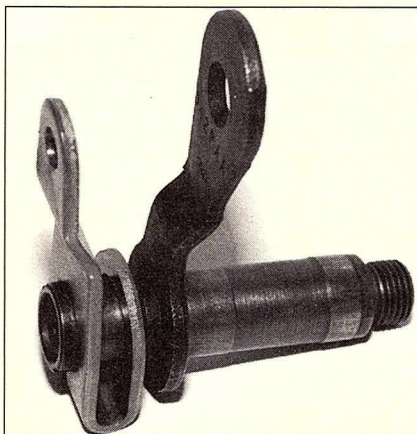


Ford proliferated shift levers like crazy. There seems to be a different C6 lever for every application. If you take a car's C6 for use in a pickup, you need to change shift levers to mate to the shift linkage. According to one story, a guy phoned the dealer for a lever for a pickup application, and the parts guy wanted to know whether it had power steering in order to determine the correct lever. That's how specific it can get. What levers are shown? If your tranny shop has a boxful, you'll just have to eyeball them. The trouble lies in the fact that the lever is attached inside the case, so it's not easily changed. And in order to change it, you have to remove the valvebody.



Another tip for wide-ratio gearsets comes with the Ford Motorsport unit (PN M-7398-C). Some early C6s had the No. 3 needle-bearing pocket approximately 0.320 inch deep. To use a wide- or low-ratio set, the pocket should be 0.401 to .405 inch deep. Using a shallow-pocket clutch cylinder with the kit results in transmission failure. The current service replacement part (PN E9TZ-7A360-A) has the correct dimension.

ILLUSTRATION: COURTESY FORD MOTORSPORT.



Happily, B&M has an easy solution to changing shift levers with its C6 shifter kit (PN 40497), which is included as part of B&M's shifter units. B&M's arm attaches to the end of the existing shifter arm and can be rotated as needed to achieve linkage matchup. Then the retaining bolt is installed and tightened.

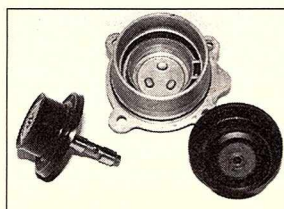


B&M's shift-improver kit for the C6 (PN 40262) is a do-it-yourself, easy way to improve transmission performance. B&M offers two stages. The RV/heavy-duty kit gives firm positive shifts to eliminate soft shifts and shift overlap and to reduce wear. Or you can opt for the street/strip kit, which gives the quickest shift possible for high performance on street or strip. Installation requires the removal of the trans filter and valvebody.



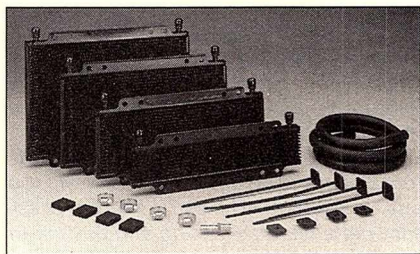
There are three basic vacuum modulators, distinguished by diameter. The green-striped modulator (left) has an outside diameter of 1.70 inches, while black- and purple-striped modulators (middle) have outside diameters of 1.50. The wider the diaphragm, the earlier the shifts, which can help economy since you get into high gear faster. A smaller diameter makes for a later and firmer shift. Each is adjustable. Turning clockwise makes the shift firmer, while counterclockwise makes for earlier, softer shifts. The dual-diaphragm modulator (right) isn't recommended for performance applications. If your trans has one, plug the ported vacuum line going to the plastic nipple and replace the modulator with a black-, purple- or green-striped one.

This is a typical C6 servo piston. A larger-diameter servo provides a bigger area to increase the pressure on the intermediate



band, producing a tighter grip on the reverse/high drum for a firmer First-to-Second shift. The band is applied

and released by controlling hydraulic pressure on both piston sides. The release pressure and a piston spring exert the force necessary to overcome the applied pressure. Ford Motorsport offers the "R" servo assembly (PN M-7027-A) that was fitted on 428 and 429 CJ/SCJ C6 applications. It has 9.44 ci of release area to provide quick, clean First-to-Second shifts.



Keeping automatic trans fluid at the optimum temperature is important to long transmission life, and the way to do it is with a transmission cooler. B&M's stacked-plate, aluminum design is compact but offers a high efficiency rating. The cooler size is based on the gross vehicle weight, and units range from 16,000 to 28,000 pounds. The optimum mounting location is in front of the A/C condenser; second choice is between the condenser and the radiator.

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SOURCES

A-1 Automatic Transmissions
Dept. MF
7359 Canoga Ave.
Canoga Park, CA 91303
818/884-6222

Alto Products Corp.
Dept. MF
P.O. Box 7478
North Brunswick, NJ 08902
908/249-3633

Art Carr Performance Transmission Products
Dept. MF
10575 Bechler River Ave.
Fountain Valley, CA 92708
714/962-6655

Auto-Rite Transmissions
Dept. MF
15201 Oxnard St., Unit E
Van Nuys, CA 91411
818/988-2167

B&M Performance Products
Dept. MF
9142 Independence Ave.
Chatsworth, CA 91311
818/882-6422

Fairbanks Racing Automatics
Dept. MF
120 Bruce Ave.
Stratford, CT 06497
203/377-4822

Ford Motorsport
Dept. MF
44050 N. Groesbeck Hwy.
Clinton Township, MI 48036-1108
313/337-1356

GER Precision Converter & Transmission Co.
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P.O. Box 40
Oxford, PA 19363
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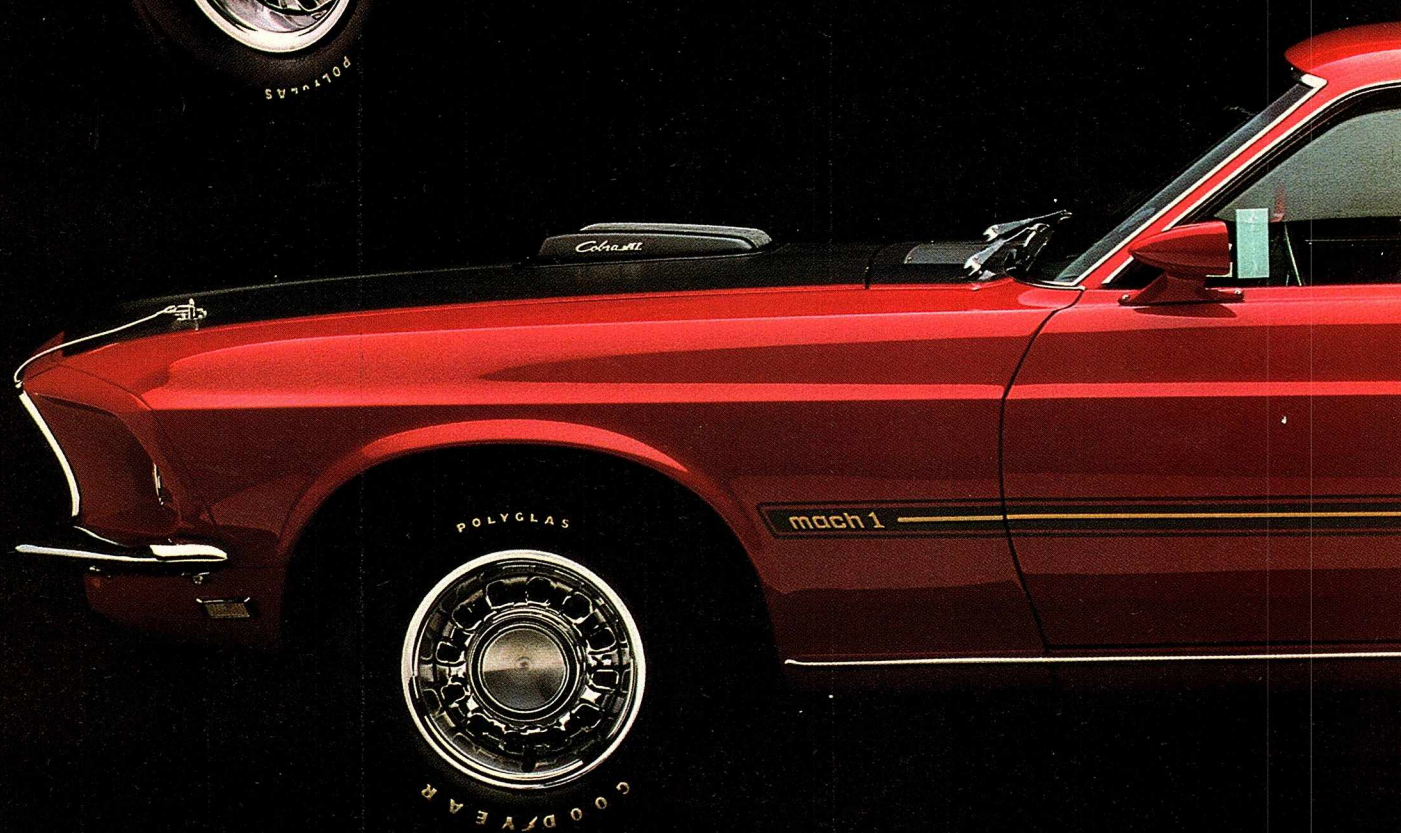
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FLASH



Jacky Jones' '69 Mach 1 428 SCJ

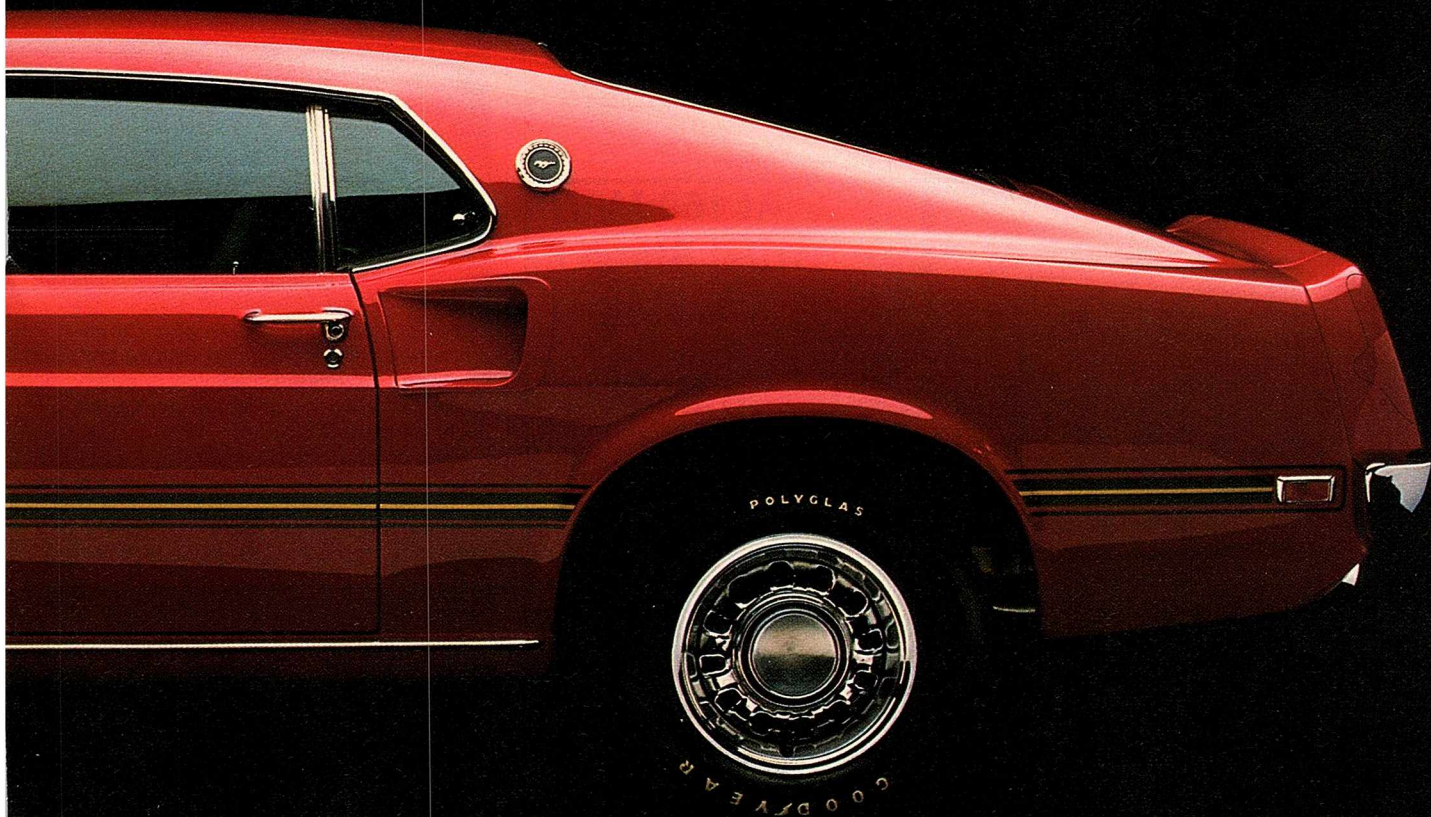
By Tim Bernsau

PHOTOGRAPHY: BY RANDY LORENTZEN

It was 1969, and what a year it was. Counter culture, free love, acid rock, political protest, flower power, psychedelic art, hippies, yuppies, moon walks, communes, social change and musclecars. If every year were packed with the same level of activity as 1969, the average life expectancy would probably drop to 30 years. Is it any wonder that young people ➤



This impressive engine compartment was unique to the SCJ. The bore and stroke is 4.13x3.98. The compression ratio is 10.5:1. The 2.097-inch valves on the SCJ were slightly larger than the 2.092-inch valves on the CJ 428. SCJ valve covers were either cast aluminum like these or stamped chrome, depending on what was available in the Dearborn engine shop that day.

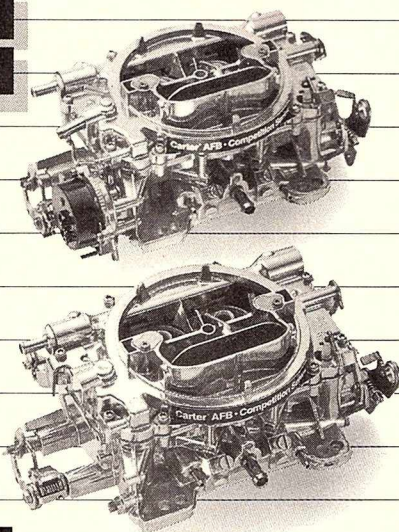


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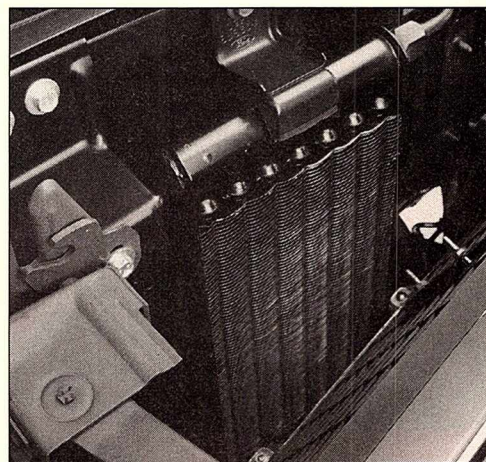
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FLASHBACK

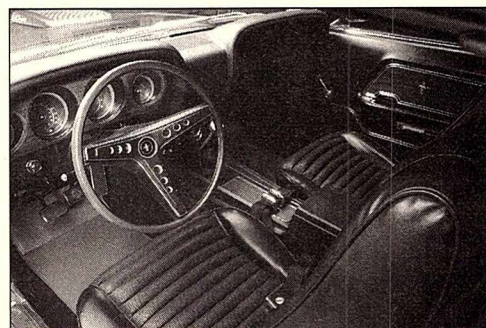
mistrusted anyone older than that pivotal age? From the youthful perspective of that era, anyone who managed to stay alive more than three decades could not have been participating fully.

Today, of course, anyone old enough to remember 1969 has already crossed the threshold into the post-thirties and has most likely decided that turning 30 doesn't always mean turning square. The best piece of evidence on our behalf is the Mustang. America's coolest muscled car turns 30 this year and remains as hip as it was way back when.

Looking back on the Mustangs of that era is like finding an old pair of bell-bottoms in the back of the closet.



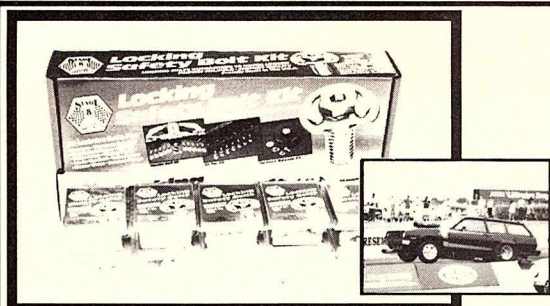
The oil cooler mounted in front of the radiator hints at the car's drag-racing proclivity and provides a quick way of determining whether a car is a Super Cobra Jet or merely a Cobra Jet.



The interior is highlighted by the teal-colored instrument panel and the wood-grain three-spoke steering wheel. High-back bucket seats were standard equipment on the Mach 1, as were molded door panels. The Mach 1's dual-pod dash featured a large rally clock on the passenger side. The integrated floor console housed the shifter, the air vents and the controls for the radio, heater and A/C.

"At 160 MPH Trust Stage 8 Locking Safety Bolts!"

Mike Moran



Mike Moran, owner/ driver of "Americas Fastest & Quickest Small Block Street Car" drives his Pro-Street 417 "SB Ford Pinto to consistent 8.6's at speeds above 160 MPH against "Mountain Motors" of 600+ inches. Mike Moran wins! He also drove John Carter's Nova to 2nd in the "Top 10 Shoot-out" and 1st at the "World Street Finals" in 1993! This demands that parts bolted together, stay together!



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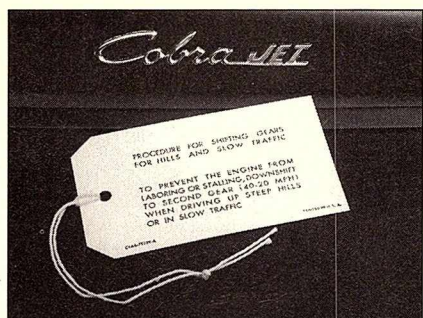
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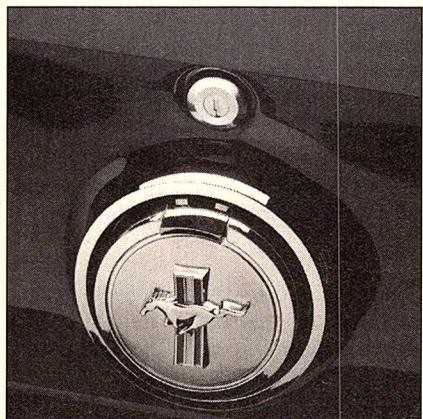
Mike says; "Winning with this little 417" motor demands every part does it's job and never quits doing it, no matter how hard I push it! I started using Stage 8 Locking Safety Fasteners because I was tired of the headers getting loose."

You can't help but smile at that incredible and wild time. In 1969, the world seemed to offer limitless opportunity. We wanted it all, and we got it all. That old pair of bell-bottoms might feature 50 colors. A single rock concert might have featured 50 bands. A single automotive marque might have featured 50 high-performance models and options. Our choices were numerous.

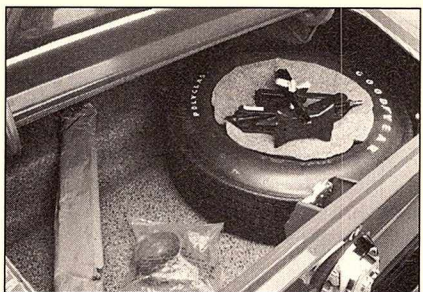
No other year in automotive history illustrates this point so well, and no car illustrates it as well as the Mustang. Consider Mustang's menu of high-performance cars for 1969: the Mach 1, the Boss 302, the Boss 429,



Besides Mustang cars, Jacky Jones has collected Mustang accessories such as this informative shifting-procedure tag.



Another first for the '69 model year was the pop-open gas cap, many of which were subsequently replaced for more secure caps during the fuel crisis.



The trunk of Jacky's Mach 1 is as immaculately finished as every other inch of the car.

1979-93 MUSTANG

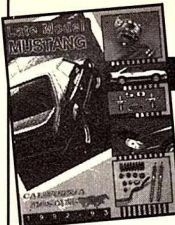
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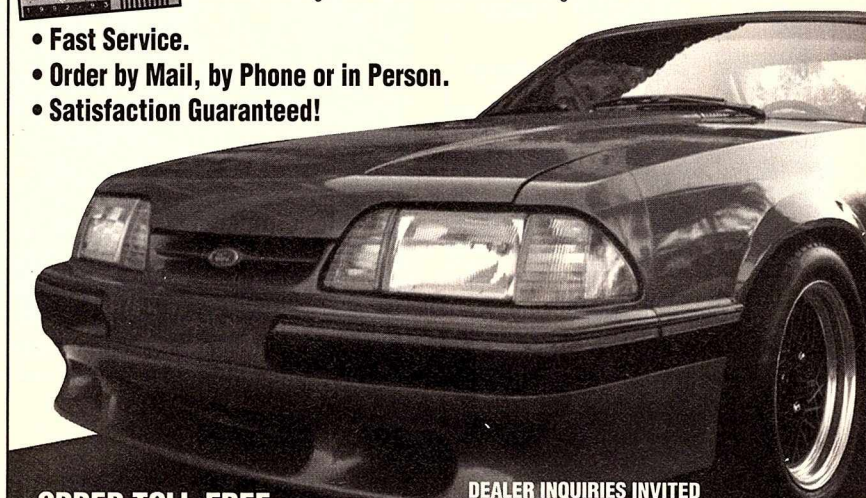
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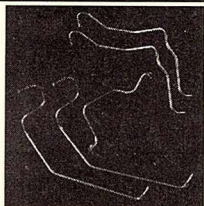
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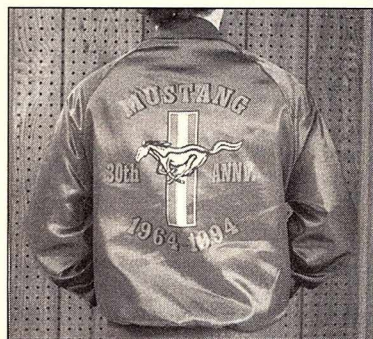
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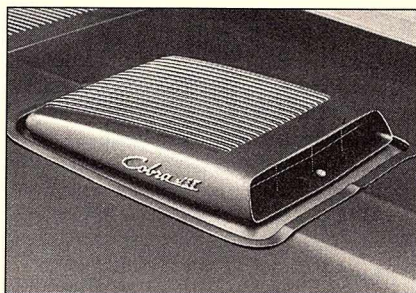
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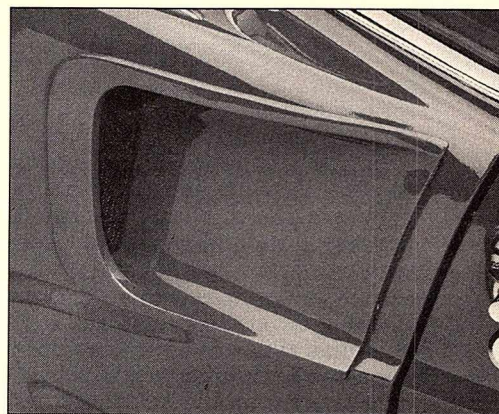
FLASHBACK



The SCJ came with a functional shaker scoop, which mounted atop the air cleaner and rose through the hood.



Jacky's Mach 1 features the stock steel, slotted wheels, shod in correct polyglass F70-14s.



Despite rumors to the contrary, the side scoops performed an important function: They added to the slick appearance of the Mach 1.



For the '69, the headlight design was changed from two lights to four. Hood pins were a standard item on the Mach 1.

the Shelby GT350 and the Shelby GT500. It's mind-blowing.

The Mach 1 was a new addition to the Mustang lineup in 1969. Mustangs had gotten bigger and brawnier in 12 months. In appearance alone, the Mach 1 represented Ford's turned-on commitment to performance. Its fast-back was the fastest yet. Its side scoop, functional or not, gave the appearance of meaning all business. A new 250hp 351ci V8 engine was not optional, but standard.

The Mach 1 was inspired by racing, and its appearance screamed speed. This was neither an era nor a car of understatement. A flat-back hood and cowl, high-backed buckets, a spoilers reflective two-tone body-side tape stripe, dual color-keyed racing-style mirrors, hood pins, a hood scoop, side scoops, rocker panel molding, slotted steel wheels and performance-size F70-14 tires got the message across. While some advocated making love, not war, the Mach 1 heralded its own message: Make tracks!

For those dissatisfied with 351 cubic inches, Ford offered the largest engine yet in a Mustang: the 428. The Cobra Jet came with this 335hp engine, equipped with 427 low-riser heads and a 390 camshaft, with or without a Ram Air induction system. The biggest and baddest, best and brightest Mach 1 of them all, however, was the mighty Super Cobra Jet.

The SCJ package came with a five-main bearing 428ci engine beefed up with forged pistons, LeMans-style connecting rods and a hardened steel-cast crank. It was rated at 360hp, a rating so conservative it made Spiro Agnew seem progressive. The SCJ also included a high-performance suspension package, an oil cooler, a truly functional shaker hood scoop, high-performance rear axles, 3.91:1 Traction-Lok or 4.30:1 Detroit Locker rear gears, a deep-sump oil pan and sound-deadening components. The SCJ did more than just look fast.

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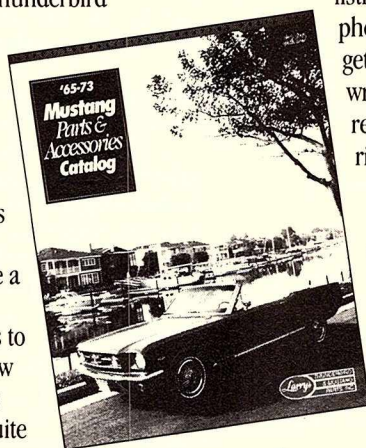
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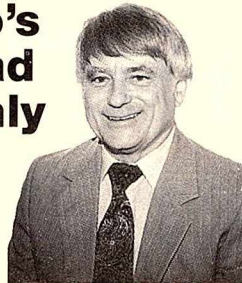
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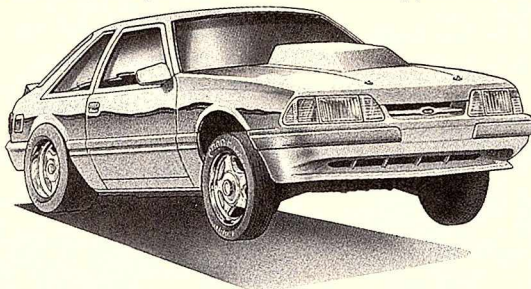
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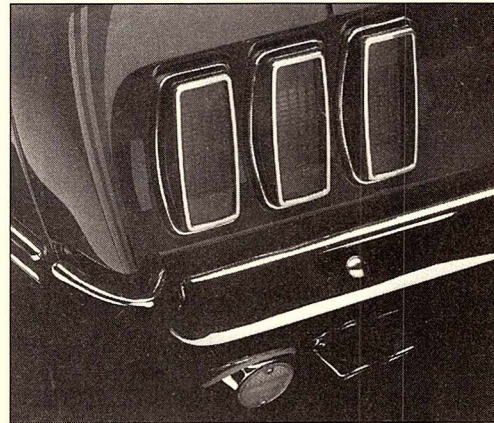
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FLASHBACK



For the '69, Ford changed the styling of the Mustang's taillights.

Quarter-mile tests chalked up 13.90 e.t.'s, with 0-60 times of 5.5 seconds.

One of the best features of the Mach 1 was the price. The Mach 1 was a relatively inexpensive ticket to a very exciting ride. In a gesture that remains a Mustang characteristic, Ford offered performance at a price tag within the range of the young people most inclined to buy it.

Jacky Jones bought a new SCJ Mach 1 in 1969. Jacky now owns a Ford dealership in Georgia and has owned hundreds of Mustangs. His first Mach 1 is long gone, but his latest, this Candy Apple Red 428 SCJ, is a keeper. It's one of more than 30 cars in his Ford collection, which includes Boss 429s, 289 Cobras and 427 Galaxies.

Jacky found this car in Bedford, Indiana, in 1982. Although the car had changed hands a few times and had seen duty as a drag racer for a bit, it was in very good shape. He brought it back to Georgia. Five years ago, Bob Perkins began the slow process of restoring the car to stock condition.

Jacky's SCJ is a four-speed and features the 4.30:1 rearend option. Other unusual options on the car are the AM radio (a \$61 option in 1969), the tilt steering wheel (\$66) and the deluxe seatbelts and reminder light (\$16). Most remarkable is the speedometer, which has clocked only 9000 original miles. As part of Jacky's collection, it's not likely to cover too many miles in the future.

The excitement of 1969 may have dimmed over the years, and our youthful zeal may have slowed a degree or two, but the Mustang Mach 1's appeal hasn't faded a bit. After all this time, the '69 428 SCJ Mach 1 still looks great, feels good and makes you look pretty darn cool. Bet you can't say that about those old bell-bottoms.

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PERSPECTIVES—1969

January 12—Joe Namath leads the New York Jets to a Super Bowl III victory over the Baltimore Colts, 16-7.

January 20—Richard M. Nixon is inaugurated as the 37th President of the United States. Spiro T. Agnew is Vice-President.

February 9—The Boeing 747 jumbo jet makes its first flight.

March 10—Mario Puzo's novel *The Godfather* is published by G.P. Putnam & Sons.

April 4—The *Smothers Brothers Comedy Hour* is abruptly canceled by CBS.

April 14—*Midnight Cowboy*, rated X, wins the Academy Award for Best Picture. The rating is subsequently reduced to R.

April 28—Charles de Gaulle, after 11 years in office, resigns as President of France. He is succeeded by Georges Pompidou.

May 12—General Motors ceases production of the Chevrolet Corvair due to dismal sales.

May 30—Mario Andretti wins the 53rd Indianapolis 500 in three hours, 11 minutes, at an average speed of 156.867 mph.

June 8—President Nixon orders the first U.S. military troops out of Vietnam.

June 17—*Oh! Calcutta!*, the all-nude musical revue, opens on Broadway to a chilly response.

June 22—World population is estimated at 3.5 billion.

July 14—*Easy Rider*, starring Dennis Hopper, Peter Fonda and Jack Nicholson, opens in movie theaters.

July 20—Neil Armstrong and Edwin "Buzz" Aldrin of Apollo 11 become the first men to walk on the moon.

August 15—The Woodstock Music and Art Fair draws half a million people to a free rock concert on an upstate New York farm.

August 17—Hurricane Camille hits the Gulf coast of Alabama, Mississippi and Louisiana, killing 149.

September 19—The State of California dismisses Angela Davis from the UCLA faculty for being a Communist.

October 16—Baltimore loses again. The New York Mets defeat the Orioles in the World Series, four games to one.

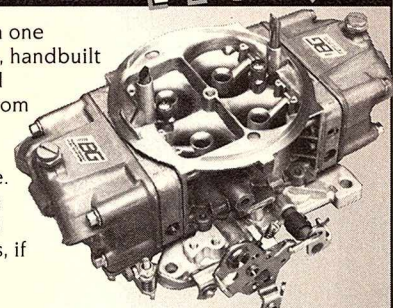
November 10—*Sesame Street* premieres on public television, using Muppets and popular advertising techniques to educate kids.

November 15—More than 250,000 demonstrators march in Washington, D.C., to protest the Vietnam war.

November 20—American Indian activists occupy Alcatraz Island in San Francisco Bay, claiming it in the name of all American Indians.

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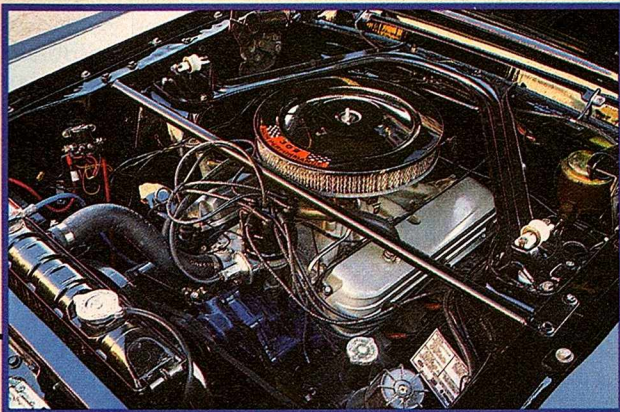
Vet-Setter

This Solid-Black '66 Is All Class





The front Recaros and stock rear buckets are custom-upholstered in black Connolly leather in keeping with the car's monochromatic scheme.



The '66 is powered by an out-of-the-crate Ford Motorsport SVO GT-40 5.0-liter engine. It looks like a stock engine. A perfect restoration? Maybe not. A perfect combination? No question.

By Tim Bernsau

PHOTOGRAPHY: JERRY PITT

It's about attitude. It's about making an impression. It's about sending a message without saying a word. A car reflects the character of the person who drives it. And Mustangs reflect character pretty well.



JET-SETTER

Of course, Porsches are pretty good cars for reflecting attitude, too. Lawrence Pidgeon used to drive a Porsche 911. They're fun cars and make quite an impression. There's only one problem with Porsches: There isn't enough room in the trunk for a set of golf clubs, and Lawrence likes to golf as much as he likes to drive.

There are many cars on the market that can accommodate a set of golf

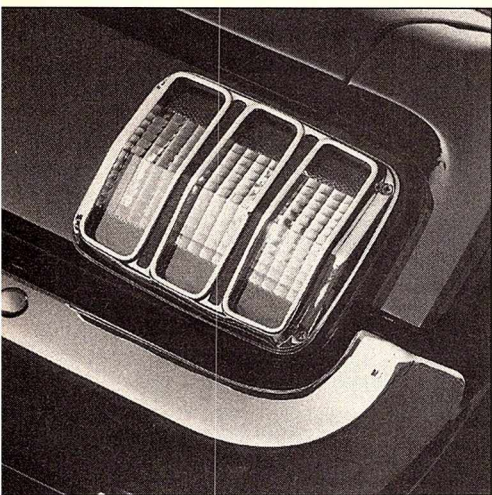
clubs, so finding one wouldn't have been a problem for Lawrence. The problem was choosing a car that could accommodate a set of golf clubs and exude the level of class he was accustomed to in the Porsche. He chose well. We'd have to say that this beautiful black '66 Mustang convertible is a natural progression from a Porsche 911.

It's been almost 30 years since you could walk into a Ford showroom and pick out a pristine and perfect '66 Mustang with exactly the options you wanted. So Lawrence went to Arnold Marks at Mustangs, Etc. in Van Nuys, California, to commission a custom-built '66 convertible. No corners would be cut and no detail would be overlooked.

Lawrence's first stipulation was that the car be solid black inside and out, tires to top. Black Connolly leather was shipped to Recaro, where a pair of front buckets were built specially for this car. Leftover leather was used to recover the rear seat. The power convertible top is made of German material similar to that used on European sports cars like Jaguars and Mercedes. The convertible boot was custom-made from the same material and specially designed to hide the snaps from view. Custom-car painter George



These Goodyear P205/70R14 Eagle GA radials are the same excellent touring tires found on the new Cadillac and Lexus. We like them better on these 14x6 chrome rally wheels.



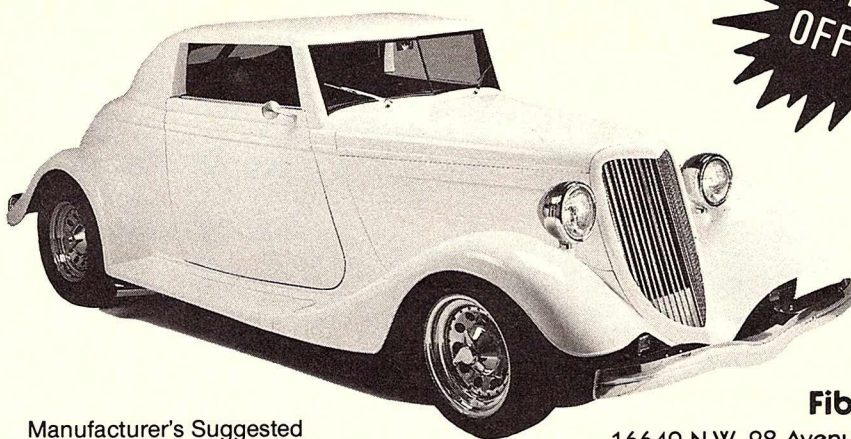
Gray sprayed on multiple coats of black paint.

It takes guts to drive a black car. There is something sophisticated about black—sophisticated and just a little bit sinister. Once again, it's a reflection of an attitude. Where red is hot, black is cool; where yellow screams for attention, black is aloof. Of course, any dent or ripple, any flaw in the paint and any speck of dust is

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painfully perceptible on a black car. Mustangs, Etc.'s die-straight bodywork and George Gray's paintwork have eliminated this concern.

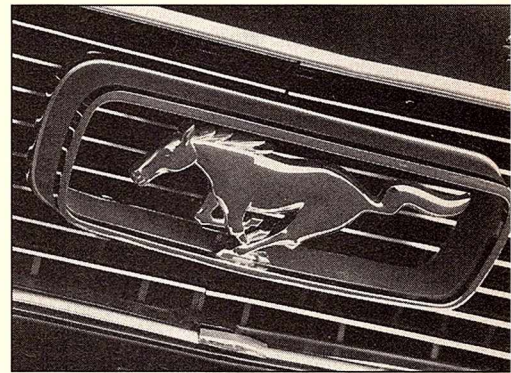
Lawrence's '66 is powered by a 5.0-liter GT-40 engine ordered from Ford Motorsports SVO. The long-block is rated at 285 hp and features a hydraulic roller 0.480/284 camshaft, high-flow cast-iron cylinder heads and high-performance valvetrain components.

Arnold wanted to maintain the stock look by avoiding electronic controls and

installed a mechanical fuel pump and a '66 points-style distributor modified to work with the rebuilt C4 transmission. He added an Edelbrock manifold, a Holley 650 carburetor and a high-performance cast-iron 289 exhaust manifold. The whole package looks surprisingly stock. All the engine components have been detailed, and the engine compartment was painted glossy black to match the exterior.

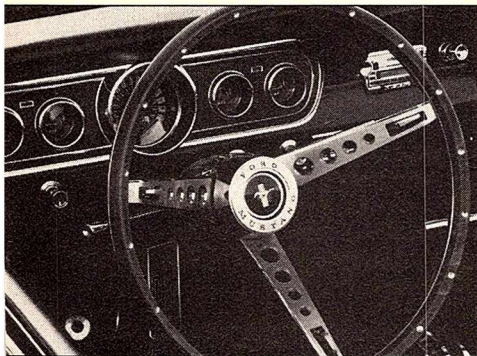
The suspension was upgraded to improve handling. In the front, the upper A-arms were dropped an inch, Shelby-style. Heavy-duty springs and a 1-inch sway bar were added, along with N.O.S. '66 disc brakes. New rear springs and KYB adjustable gas shocks flank the 8-inch rearend. Arnold swapped in 3.25:1 rear gears for better low-end performance. The 14x6 chrome rally wheels are shod with Goodyear P205/70R14 Eagle GA radials, the same tires found on the new Cadillac and Lexus.

The cockpit is a veritable lap of luxury. The leather-bound Recaros are the only items that appear nonstock, but Lawrence enjoys tunes from a remote-control CD player hidden in the trunk. The trunk is completely carpeted and features special padding to protect the



left inside quarter-panel from golf clubs. The whole package is protected by an alarm system that controls the door locks and ignition. Get past those, and the Lo-Jack system will track you down.

It took almost six months to build this impressive '66 from the ground up at a cost approximately 13 times what a '66 Mustang sold for new. The result is an impressive, one-of-a-kind car that combines Porsche elegance with golf-club-carrying convenience, has all the appeal of a stock '66 Mustang with a load of classy custom touches and clearly reflects the character of its owner. In this case, attitude is entirely justified. ●



The dash is '66 Mustang stock. The stock woodgrain steering wheel combines classic elegance with the modern convenience of power steering.

DECODE YOUR MUSTANG

What "Axle: 1; Trans: 6; DSO 35" Really Means

By Isaac Martin

If you're a spy, you become pretty good at decoding things like a data plate from an Iraqi T-72 tank. With the code, you can determine which model it is, its transmission type and where it was built. But a good spy also has to be able to find additional information to know what the components of the data-plate signify.

Car enthusiasts are like spies; they decode data plates to learn more about the history and value of their cars. You may know that your '69 Mustang has (or had) an R-code 428 CJ, but what does that mean in terms of parts? How did the 428 CJ perform compared with musclecars of the day?

In addition to decoding plates and VINs, you should learn as much as possible about your favorite Ford. Not only is it entertaining, it can be critical for buying a genuine performance Ford. In fact, reading and researching should start long before purchasing. By looking at photos, reading road tests and studying tech stories, enthusiasts can learn more information about their cars for restoration or enjoyment.

Decoding is easy, but it's research and interpretation that pay off in finding whether you have a rare or interesting Ford. *Mustang & Fords* will be acting as the CIA (Car Information Agency, Ford Division) library to provide basic engine and VIN codes and, more importantly, to locate sources of Ford information. We will illustrate different sources that can answer technical questions. But don't forget to hunt through the bible, *Hemmings Motor News*, and at swap meets, because you never know what interesting gems you'll find.

PETERSEN TITLES

Some of the best sources for restoration or historical research are publications that were sold at the time your car was new, such as the *Ford Performance Handbook* published in 1962 by Petersen Publishing Company. It covers what was current, so there are chapters on the Y-block and the new Windsor and FE engine families.

The *Ford Performance Handbook* also includes O.E.M. part numbers,



such as C2AE-6007-E 350A for a complete 4V 406 engine assembly without emissions reduction and C1AE-6B068-A for the 6V carb and manifold kit. No doubt these numbers are long obsolete, but the information can help you identify N.O.S. parts someone may want to sell you.

Another interesting point is that the handbook illustrates aftermarket speed parts. Not only are the photos and descriptions helpful for identification, they show how performance thinking has changed. Back then, multiple-carb setups were the key to performance. Today, four-barrel carbs are the way to emissions-legal power.

Also, the handbook shows how primitive handling standards were. Tires were a bias-ply 15x7.10 that would have slid off the first turn on a race

track, and high-performance chassis parts included front brake-shoe linings (PN C2AZ-2001-C). Compare that with today's carbon-metallic pads gripping a 13-inch rotor, and you realize that today's brake performance is light years ahead of 1962's.

If that's not enough, look for copies of *Petersen's Complete Ford Books*, and even the old paperback *The Book of Ford-Powered Performance Cars*.

SPECIAL EDITIONS

In magazine publishing, special editions are called one-shots. A magazine is printed once and has one shot at developing a wide enough readership to justify further issues. These two were published by Bond Publishing, which once published *Road & Track*. Like the Petersen handbook, these publications were developed when their subject cars were new.

Mustang: A Complete Guide, published in 1965, has a very good selection of road tests for almost every powertrain combination. If you own a 260-powered Mustang, you'll be interested to read that the 0-60 time was 11.2 seconds and the quarter-mile was 18.8 seconds at 78 mph. The Hi-Po



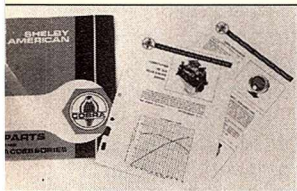
Mustang had an 8.3-second 0-60 time and a quarter-mile of 15.9 seconds at 85 mph.

Reading older publications also provides some comedic diversions. In the test on the Hi Po, the author writes about "ultralow profile, wide-tread Firestone Super Sport 5.90-15 racing tires." Of course, there were no low-profile, 45-series, Z-rated radials back then.

Published in 1968, *Car Life's Ponycars* has engineering and styling analyses of each ponycar, plus full road tests. It also has interesting photos, such as one of a Holman & Moody prototype Falcon that Ford tested for Mustang evaluations. And where else but in this book's road test can you learn this about the '68 Mustang's braking performance: "As the drums warmed slightly, the front discs began to do their share of braking, yet the back end hopped around pretty wildly?"

SHELBY AMERICAN PARTS AND ACCESSORIES

This is a loose-leaf catalog designed for putting in a binder. Published in 1966, it has detailed information on all Shelby Performance products. For instance, it says that Shelby's Competition GT350 road-racing engine had a weight of 475 pounds, an output rated at 350 hp at 6750 rpm and a torque of

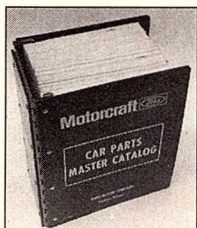


312 lb-ft at 3800 rpm. A single Holley four-barrel (Shelby PN S1MK-9510-A) had metering jets of 67 primary and 76 secondary. Shelby heads (PN S1CR-6048) were drag-race cylinder heads. Intake valves were 1.875 inches in diameter, and exhaust was 1.600. Intake ports were $1\frac{1}{16} \times 2\frac{1}{8}$ inches. Exhaust ports were opened up to $1\frac{1}{16} \times 1\frac{1}{2}$ inches. And with stock castings, there was a lot of porting work.

Parts catalogs can provide—or challenge—technical details on your car.

FORD PARTS CATALOGS

Don't overlook Ford's parts catalogs as a source. After all, they illustrate all the parts that make up the car. This helps with ordering parts, but you soon learn how many part numbers Ford has

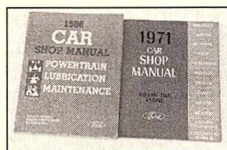


rendered obsolete. Nonetheless, the illustrations may show how assemblies go together and what parts are serviced. These catalogs explain Ford's own part-

numbering system which, unlike GM's, has an underlying logic. A 6000-series base number is engine-related, for instance, while a 9000-series number is fuel- and carb-related. You can often find parts catalogs at swap meets.

FORD SHOP MANUALS

Most people are aware of shop manuals, and we recommend them. Unlike abridged do-it-yourself guides, the factory manual covers all car components in detail. They show all the steps involved in taking apart a component, such as a transmission. Another strength



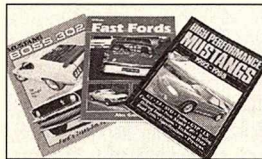
is that they show how interior and exterior trim is attached and properly removed, and the kinds of fasteners used. This can help in removing a valuable piece of trim without destroying it.

The manual also lists information to decode the VIN and data plate/label. This will include interior and exterior trim codes along with body serial codes and style codes. This information fills pages.

MARQUE AND MODEL TITLES

These are current titles that can be ordered from most automotive booksellers, and they're good titles to add to your Ford library. They're carefully researched by enthusiasts, who often turn up unknown information.

Mustang Boss 302 by Donald Farr remains the single best book on the subject. It tells about Ford engineer Matt Donner, who with a '68 mechanical prototype Mustang developed the Boss



302 suspension. In the prototype, he could pull 1g in cornering, pretty good considering the bias-ply tires back then. The book also covers little details, such as noting that the tach was optional.

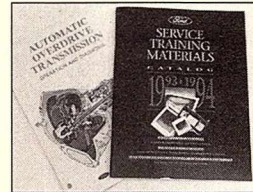
HP Books puts out titles such as *Fast Fords* by Alex Gabbard. It's filled with Ford's racing and performance history, plus photos and tons of facts. Did you know that the '64 Falcon Sprints running in the Monte Carlo rally ran small-blocks equipped with dual four-barrels?

Available from Motorbooks International is the Brookfield Series. One title, *High Performance Mustangs, 1982-1988*, is an example of an anthology of model information. Instead of comprising 10 or more different magazine is-

sues, this book has reprinted Mustang road tests and stories from an international selection of auto titles, all in one volume. It also has reprints of other stories about the SVO Mustang and Mustang race cars. Think of it as concentrated, like orange juice.

FORD'S TRAINING-SERVICE MATERIALS

Ford's training-service materials are published by the company's Customer Service Division. If you really want to know about Ford tech, these are the



materials you should review. They include books, videos and charts. The ordering cat-

alog for these materials covers everything from brakes to drivetrains to NVH (noise, vibration, harshness).

The student books are very useful, with topics that range from engine design to specific components, such as the T5 transmission or the 8.8-inch rear axle. They are profusely illustrated, and being text books, they are written to be understood. You don't need an engineering degree to comprehend these books.

ELECTRICAL & VACUUM TROUBLE SHOOTING MANUAL

This manual is available from Ford, and it provides a gold mine of information. First, it identifies the location of electrical switches, so if you need to test or replace one, you'll know where to locate it. And there are readable wiring schematics, too.

Grounds are a key element in an



electrical circuit, and the manual shows where the common grounds are

and what devices they serve. When troubleshooting electrical problems, particularly on computer-controlled cars, grounds are critical.

The volume also offers details such as how to locate and inspect problems in vacuum-operated controls and how to check for vacuum leaks.

FORD CAR-SERVICE SPECIFICATIONS

Published by the factory, Ford's car-service specifications can tell you every spec, capacity and dimension for a given model. Do you know the bolt-circle

DECODE YOUR MUSTANG



diameter of '86 GT aluminum wheels? 4.25 inches. How about wheel offset? 0.88 inch. This volume, available for individual years,

has torque values for the bolts that hold the A/C brackets onto the engine as well as the part and specification numbers for all the fluids and lubricants used on the car.

MUSTANG RED BOOK

Published by Motorbooks International and written by Peter C. Sessler, this is a solid, pocket-sized, one-volume decoding source for Mustang data plates. It includes production numbers, option availability and option prices.

This brings up another item to consider: That an option was listed by Ford doesn't automatically mean it was available. It's easy to print up a sales brochure, but it's unlikely that every part featured in one will make it to market. For example, factory literature listed the carbureted

2.3-liter Turbo engine as an option in 1981. It was dropped for reliability reasons, and the EFI 2.3-liter Turbo wasn't introduced until 1983.

The book gives production figures for each model. It also gives the O.E.M. part numbers of distributors and carburetors. On a '68 Mustang with a W-code (427 engine), the distributor was a C70F-12127-F. On the more common Cobra Jet, it was C80F-12127-H for manual, -J for automatic. Fun stuff to know, and for precision in your restoration. Finally, each book has a section of Mustang facts for that year.

FORD PUBLIC RELATIONS PUBLICATIONS

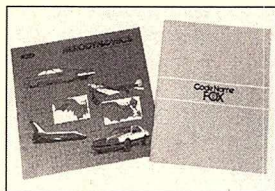
These may be some of the rarest and most interesting literature you can find. Usually, you'll find these only with automotive-literature dealers, and even then you have to hunt for them.

They are published by Ford for distribution within the company and public relations. In "Aerodynamics" for instance, Ford explains what Cd (coeffi-

cient of drag) means and how it's determined, but you don't need an engineering degree to understand it.

The book also shows unusual photos, such as one of wind-tunnel testing a Thunderbird. Fun facts to know and tell: Lowering a car by 1 inch, combined with an optimum stance angle, can reduce aero drag by 4 percent.

"Code Name Fox" is a volume on the development of the FOX car, which started with the Fairmont/Zephyr in 1978. The Mustang isn't covered, since

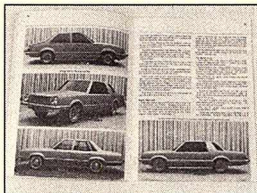


this book was put together before management approved the FOX Mustang program. All that's mentioned is that a proposed Mustang program was deferred beyond 1978. It's a good thing it was only a year, or history might not have been made by the FOX Mustang.

The book covers the company's plans and its engineering goals of reduced weight and parts commonality for FOX cars. Little did Ford realize it was producing a platform that in Mustang sheetmetal would offer so much performance and have such longevity with enthusiasts.

SALES BROCHURES

These are best known to enthusiasts. They offer information about the car, the colors, the options and some technical information and are most easily available from literature dealers.



What's fun about searching for these brochures is coming across rare items, such as police car catalogs. In the case of '60 Fords, Ford offered "built-for-big-men interiors" that included an optional manual-tilt, four-way seat with five tilt adjustments. The Interceptor 352 Special V8 was "available only to law-enforcement agencies." Power was 300 hp and 381 lb-ft of torque, which a naturally aspirated 302 comes close to matching today. Interestingly, the engine was fitted with hydraulic lifters. You also learn that station wagons were available with police packages, so you could conceivably find one equipped with a 352 Interceptor.



In a '62 police car catalog, Ford describes the availability

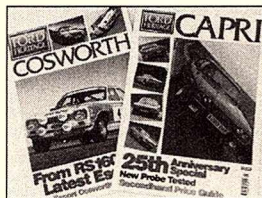
of cast-iron headers on the Interceptor 390. The headers are individual shorty-style ones that meet in a collector, and they're unlike the cast-iron units used on the '63 427. The more you research, the better you'll be at spotting factory parts that can make your Ford or Mustang stand out.



FOREIGN FORD PERIODICALS

Ford is a major player in the European car market, so it comes as no surprise that there are periodicals about Fords published "over there." They make interesting reading, because you see that Ford has been steeped in performance for decades with the race-and-rally-winning Cortina, Escort, Capri and Merkur XR4Ti. For readers who

own these cars, Europe is the place to get performance parts. And periodicals such as *Ford Her-*



itage, published by A&S Publishing in England, have plenty of advertisers ready to answer your questions.

One interesting feature in *Ford Heritage* concerns a V8 conversion. Remember Lincoln-Mercury's sexy European, the '70 Capri? We got stuck with four-cylinders and V6s in America, but Ford of South Africa gave the OK for a production run of 800 Capri Perana V8s between 1970 and 1972. A 302 hurtled the car to a 0-60 time of 7 seconds and had a top end of about 143 mph. We also learned that the 302 fits under a Capri hood, making a fast, different street machine.

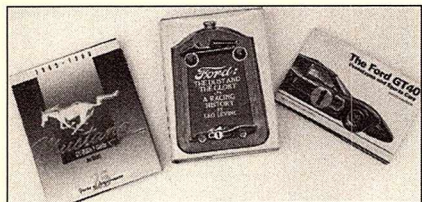
HARDCOVER BOOKS

Hardback books are available from any number of publishers, such as TAB, Classic Motorbooks International and even mainstream publishers like MacMillan. However, some may be out of print.

Mustang GT/Mach 1 Guide by Jim Smart is a useful compendium of Mustang details and data. It offers a nice selection of detail photos, GT and Mach 1 history and buying tips. It has warranty data-plate information and, for the early cars, lists codes for rear axles and transmission ID tags. For example, in 1967 the rear axle tag stamped "WED-C5" identifies it as a 9-inch rearend, limited-slip with a 3:1 ratio.

A little more esoteric, *The Ford GT-40, Prototypes and Sports Cars*, by David Hodges, is a thin volume devoted to these classic cars. Published in 1973, this is a good primary source of information on specifications, racing history and the people who built these classics.

Ford: the Dust and the Glory by Leo Levine is a very readable volume about Ford's racing efforts from Henry's 999



to 1969. It covers the cars and races, but it also looks at the people and teams involved in racing for Ford. In 1964, Ford, Chrysler and NASCAR were arguing about sanctioned engines, the SOHC and the Hemi. If the Hemi was allowed to compete, Ford declared it would run the SOHC. And if Ford did that, Chrysler retorted it would build a double overhead cam motor. It's definitely a good read.

AMERICAN AUTOMOBILE MANUFACTURERS ASSOCIATION MOTOR VEHICLE SPECIFICATIONS

These booklets are published by the AAMA with information provided by the manufacturer. They go into minute detail of the dimensions and material descriptions of parts used in the vehicle's engine, drivetrain and suspension, and they cover the plain-Jane to the high-performance car.

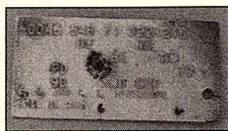
Consider the Mustang Boss 429. Published horsepower was 375, but the taxable one was only 60.83. On the rocker arms, the intake ratio was 1.65:1 and the exhaust ratio was 1.75:1. Normal oil pressure was listed between 35 and 75 psi at 2000 rpm. A Holley carb with 1.687-inch primary and secondary throttle bores had a Ford part number of D00F-9510-S. You can pick up lots of stuff from AAMA specs not readily available elsewhere.

BODY-BUILD TAG

Build tags are on most Fords. They're attached to the inner fender or radiator support when the car starts down the assembly line. The tag identifies all the

options on the car.

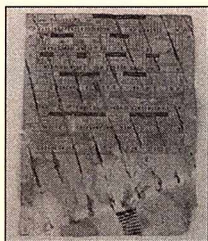
This particular tag was removed from an '80 Fairmont with the police option. In addition to the body tag, there were several clues to the car's origins. One was the certified speedometer. The other was the PRND-SL shift indicator, which represented the transmission First gear lock out, explained in the sales brochure.



Other big giveaways on the tag are "COP," "L. and R. Spot Lights" and "Hole in Roof." The car was equipped with a 255 V8 and a 2.26:1 rear-axle ratio, so it wasn't likely to run down too many speeders. But the Fairmont came standard with the police handling package, and those bodies also received extra reinforcements. So if you want to build a sleeper four-door, this is the car to start with, after a little research and decoding.

BUILD SHEETS

This is the paperwork that travels with the car on the assembly line. On older cars, the sheets are long gone. This one was between the seat cushion and springs for 14 years before it was retrieved and taped together. Not enough research has been done on the codes, but nonetheless the sheet provides interesting clues. For example, on this particular one there's a listing for a "factory power steering pump oil cooler and trans oil cooler." Hmm, that's something to look up in the parts books. The point is, this can give you clues to check other references.



SOURCES

LITERATURE AND SALES BROCHURES

Autos' Literature Shoppe

Dept. MF
HC 75, Box 238
Ft. Littleton, PA 17223
800/526-7099
717/987-3702

Walter Miller

Dept. MF
6710 Brooklawn Pkwy.
Syracuse, NY 13211
315/432-8282

PERIODICALS, BOOKS AND SHOP MANUALS

AIC

Dept. MF
P.O. Box 1746
La Mesa, CA 91944
619/447-7200

A&S Publishing Co., Ltd.

Ford Heritage
Dept. MF
162 Southgate St.
Gloucester GL1 2EX
United Kingdom

Classic Motorbooks

Dept. MF
P.O. Box 1
Osceola, WI 54020
800/826-6600

Dragich Auto Literature

Dept. MF
1660 93rd Ln. N.E.
Minneapolis, MN 55449
612/786-3925

Faxon Auto Literature

Dept. MF
1655 E. Sixth St.
Corona, CA 91719
800/458-2734

FORD SERVICE TRAINING AND SERVICE PUBLICATIONS

American Automobile Manufacturers Assoc.

Dept. MF
7430 Second Ave., Ste. 300
Detroit, MI 48202
313/872-4311

Bob Johnson Auto Literature

Dept. MF
21 Blandin Ave.
Framingham, MA 01701
508/872-9173

HP Books

Div. of Price Stern Sloan
Dept. MF
11150 Olympic Blvd., Ste. 650
Los Angeles, CA 90064
Info 310/477-6100
Fax 310/455-3933

Helm Publications

Dept. MF
P.O. Box 07150
Detroit, MI 48207
800/782-4356

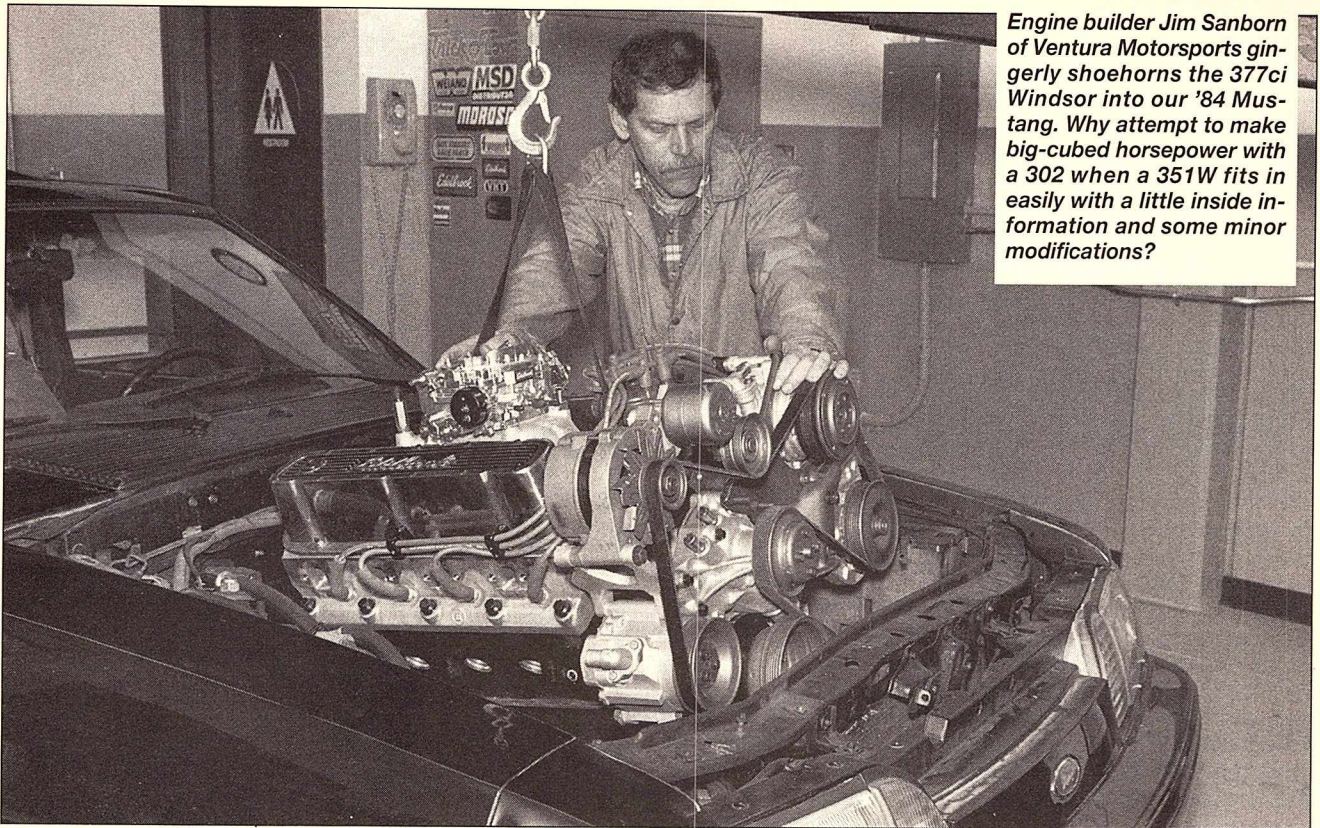
Hemmings Motor News

Dept. MF
P.O. Box 256
Bennington, VT 05201
800/227-4373

Lloyds Literature

Dept. MF
P.O. Box 491
Newbury, OH 44065
216/338-1527

Engine builder Jim Sanborn of Ventura Motorsports gingerly shoehorns the 377ci Windsor into our '84 Mustang. Why attempt to make big-cubed horsepower with a 302 when a 351W fits in easily with a little inside information and some minor modifications?



FROM 5.0 TO 5.8

Tips and Tricks for Installing a 351W in a Pre-'86 Carbureted 'Stang

By Ed Taylor

PHOTOGRAPHY: ED TAYLOR

You've heard it before, but we'll say it again: There's no substitute for cubic inches. When it comes to the late-model Mustang, there are plenty of parts you can choose to add power, but that's for the fuel-injection crowd. What about those of us who have carbureted late-model Mustangs? We want something to keep up with the EFI 5.0s. No, I take that back. We want something that will

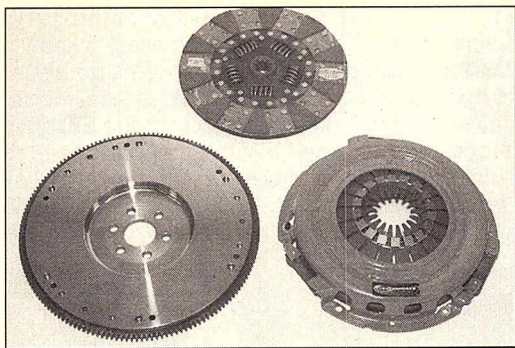
kick their butts!

An option more and more late-model Mustang owners are considering is the taller 351W engine in the FOX-chassis Mustang. While Ford never made such an installation available, the 302 and the 351W engines are members of the Windsor family, which also includes the first 260, the 289 and the engine that powered postmusclecar-era Battleship Gallacticas: the 400M.

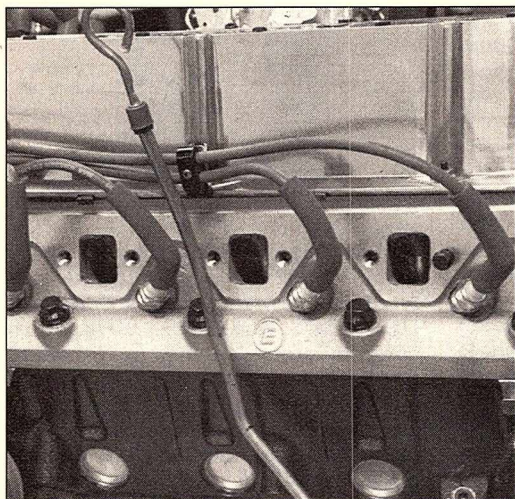
The 351W is usually compared to the highly revered 351 Cleveland. There's no doubt in our minds that when compared head to head, the Cleveland is superior—but only in stock trim. Today the plethora of Windsor performance parts, including cylinder heads, intake manifolds, camshafts and valvetrain components, makes the 351W every bit as potent as the Cleveland. Keep in mind that the Cleveland has been out

of production for nearly 20 years, while the 351W has remained in production since its 1969 introduction. That means a lot to the performance aftermarket. While many companies specialize in Cleveland components, they charge top dollar. In contrast, Windsor aftermarket parts have become affordable, and there's quite a selection to choose from.

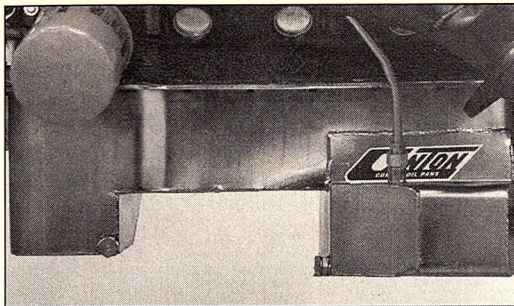
Our first consideration was clearances. Because of its Windsor lineage, we assumed the 351W would fit. But we also realized that it wasn't as simple as pulling out the 302 and bolting in the 351W. First, there's the oil pan. All 351s have rear sump pickups from the factory. The 5.0-liter's oil pan is a dual sump to accommodate the front crossmember. Fortunately, Canton Racing offers a pan with the correct pickup for the FOX chassis. Canton al-



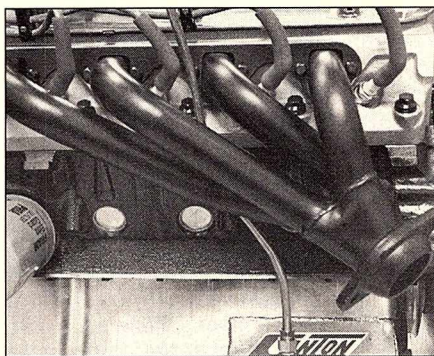
The stroked Windsor for this late-model Mustang was to be backed up with a standard T5 transmission. With that in mind, we contacted Centerforce for its 351W flywheel (PN 700221), which has a 28-ounce imbalance designed to fit in the T5 bell-housing. Due to the high torque output of the 377ci Windsor, we opted for Centerforce's dual-friction clutch and pressure plate (PN DFO21048).



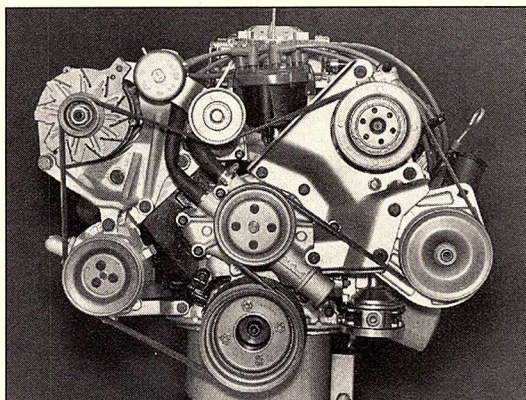
Canton supplied its universal 1/4-inch dipstick tube with an n.p.t. fitting for fitment on the driver side of the oil pan. The tube must be custom-bent to fit your header choice and cut to the proper length.



Canton Racing makes oiling a 351 in a FOX chassis easy by offering an oil pan built specifically for the late-model Mustang. The 7 1/2-quart pan (PN 15-690) must be used with Canton's oil-pump pickup (PN 15-691).



It may appear at first that any 5.0-liter shorty-style header would fit with the 351W. The problem is not side-to-side interference with the inner fender but rather steering-shaft interference. To overcome this problem, we contacted J. Bittle Performance, which offers a 351W header (PN 1639) for use in the FOX chassis. These headers tuck in close to the block and allow the use of the stock H-pipe catalytic converter.



You can retain the serpentine belt set-up from the original 5.0-liter, either with minor fabrication or by using specific brackets available from Ford Motorsport. In our application, we chose fabrication. Note that we revised the belt pattern, putting more belt wrap on the power-steering pump and less on

the smog pump. The belt we used is 88.2 inches (Gates PN 060882). The stock 5.0-liter belt is 91 inches (Gates PN 060910). If you prefer to keep the stock belt pattern, you'll need a 91.5-inch Gates belt (PN 060915) because of the taller and wider proportions of the 351W.

so supplied us with a universal dipstick that we could route around the tucked-in J. Bittle Performance headers. These headers are similar to 5.0-liter shorty-style headers, but they are tucked in close to the block to eliminate clearance problems with the steering shaft.

We were also concerned about clearance between the valve cover and the power-brake booster. While installing a 351W in a vintage Mustang poses this clearance problem, installing one in a 5.0-liter, with its smaller brake booster, does not.

As for underhood clearance, we must consider the intake manifold. When a low-profile manifold is used, it's rare to encounter a problem that can't be fixed by removing the underhood blanket. If you're planning to use a taller, single-plane intake, such as the Edelbrock

Victor Jr., you may want to purchase a cowl-induction-style hood, which offers more clearance.

There's also the issue of transmission compatibility. The 302 and the 351 share the same bellhousing bolt pattern, but the T5 trans that backs up the 5.0-liter requires a flywheel with a slightly smaller diameter. We found this not to be a problem, as Centerforce offers a Windsor-diameter flywheel that fits easily into the T5. This flywheel has the required 28-ounce imbalance for externally balancing the 351.

Once we knew everything would fit under the hood, we considered parts compatibility. We had used varied sources, since the average enthusiast is likely to do the same. Because we approached the swap in this manner, we found that some parts clashed with

others. For example, the Edelbrock street fuel pump appears to have the same fuel-line routing as the stock mechanical pump. However, its larger diameter places the standard outlet immediately adjacent to the oil filter. Edelbrock offers a bottom-feed kit to solve this problem, and it's helpful knowing this in advance.

Another situation we thought would be a nightmare was the installation of the 5.0-liter's front-end accessories on the 351W-based 377ci stroker. The higher deck height and the fact that some accessories bolt to the cylinder head worried us. However, the only component we found to be troublesome was the A/C pump, because the front bracket bolts to the block via the water pump and the rear bracket bolts to the head. We chose to modify the rear bracket by drilling and adding a

FROM 5.0 TO 5.8

boss to align the pump on both brackets. Ford Motorsport offers a front bracket that accommodates the use of 5.0-liter accessories on a 351W.

Once the engine is in place and ready to go, the concern is reliability. Behind the original 5.0-liter, the cooling system, clutch, transmission, rearend, exhaust and ignition work admirably. But when you add 49 ci by installing a 351 (or in our case, 75 ci with the 377ci stroker), reliability and durability come into question.

Originally, we found the two-row radiator to be at its top cooling capacity when mated with a modified 5.0-liter. That meant we needed a radiator that would provide adequate cooling but still fit in the stock core support and not create an interference problem with the fan. Remember, the only dimensional difference is at the outer edge of the valve cover, where the 351W is slightly wider and higher. Items such as the firewall and core support do not play a role at all. In addition to using the four-core radiator supplied by U.S. Radiator, we chose an Edelbrock aluminum reverse-flow water pump, which is more efficient than the stock pump.

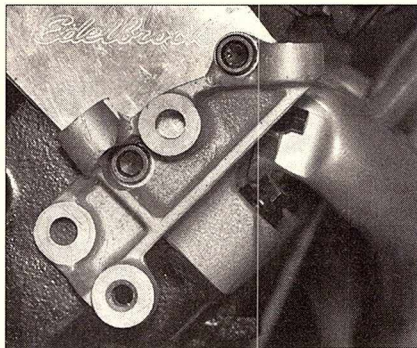
Our 351W has a bit more compression, can run a bit higher rpm and needs the added spark power an aftermarket ignition system provides. We chose to use an integrated system from MSD Ignition that included the company's billet distributor, 6AL with a rev-limiting ignition box and 8mm Heli-Core spark plug wires. In order to have the appropriate header clearance, we chose to assemble our own plug wires, using Made For You Products' wire separators for a clean look.

As for the exhaust system, downstream had to be increased to eliminate restrictions. With J. Bittle Performance headers designed for use with the FOX chassis, the stock H-pipe catalyst can be used. Because this car is a race-only vehicle, an off-road H-pipe backed up with a custom Borla exhaust system was used. If your car is single-exhaust, you'll also need a transmission cross-member from a dual-exhaust late-model ('86 and later).

As most 5.0 enthusiasts will attest, the clutch system needs an upgrade from stock. Torque is increased a minimum of 50 lb-ft, so more clamping load is required. Centerforce offered its dual-friction clutch disc along with its pressure plate, which offers increased clamping load.

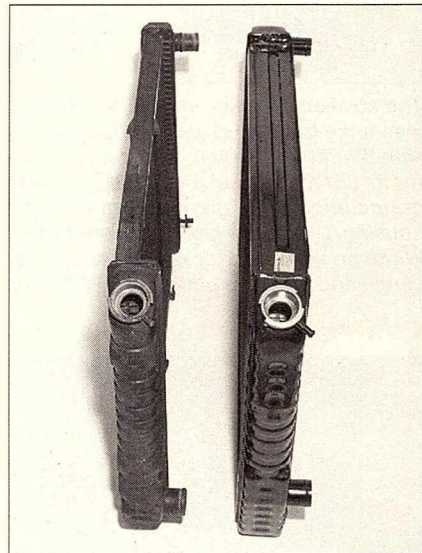
After the clutch, the next concern is the transmission. While most of the people we spoke to mentioned that

the T5 is maligned for its inability to take the torment of a 351, some were staunch supporters of the Borg-Warner box. We opted to keep the T5 after Saleen Performance offered a take-out one. As for the rearend, the stock 7.5-inch was already worn out, so we installed an 8.8-inch from a late-model.

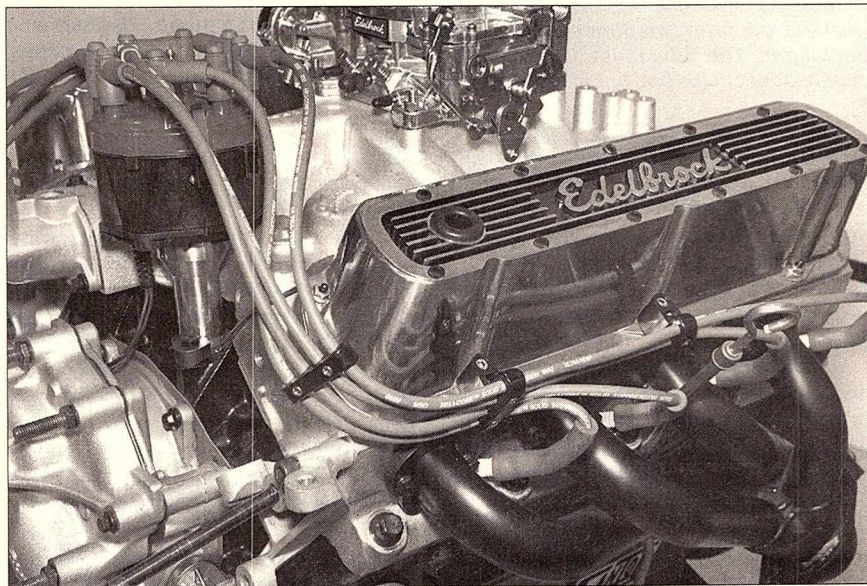


Unbelievably, the only bracket that needs modification is the rear A/C-support bracket that bolts to the cylinder head. Due to the fact that the A/C front-support bracket is bolted to the water pump, which in turn bolts to the block, the deck-height difference moves the bracket out of alignment. A hole was drilled, and a piece of 3/4-inch-diameter aluminum stock was center-drilled and welded to the outer edge of the existing bracket. Sounds simple, but if you don't know that the original holes are 2.575 inches apart on center, you may want to turn to the Ford Motorsport catalog and order its revised front A/C-support bracket, an A/C bracket designed by SVO specifically for using 5.0-liter accessories on a 351W engine.

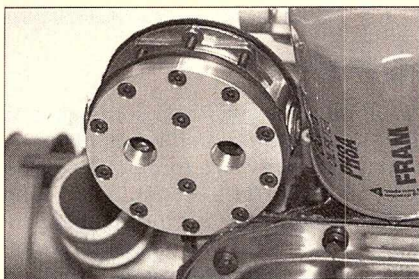
In the end, we found that the 351W installed easily, but you need to know a few tips and tricks. There's no better way to cure your lack of late-model power in keeping up with the EFI guys and their wide variety of parts than to add a few more cubic inches. Now all we need are 5.8-liter badges from an F-series Ford truck!



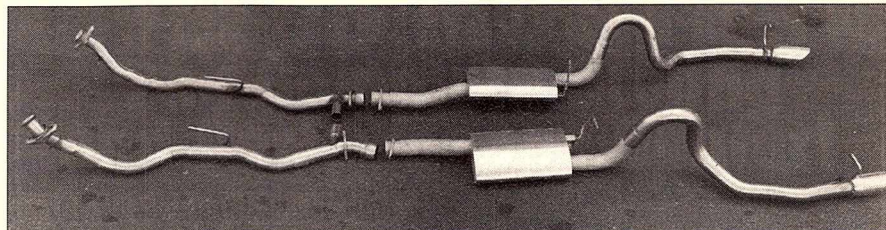
We believed the stock two-core radiator was already overtaxed by the slightly modified 302 in our carbureted late-model, so we contacted Kirk Barnett of U.S. Radiator, who suggested we use his company's four-core radiator (PN 53210 SAD). This heavy-duty radiator was used in 302-powered '78 Ford Fairmonts. Only slight modification of the mounting rubber is necessary, and the shroud is only moved about 3/4 inch toward the engine.



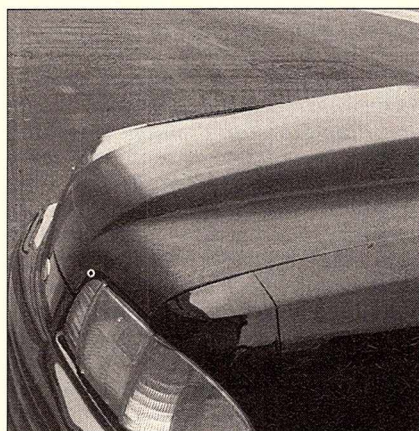
The stock Ford ignition would be insufficient for firing the higher-compression, high-rpm 377ci Ford stroker. MSD Ignition supplied its 6AL with rev limiter (PN 6420) and its Ford billet distributor 351W (PN 8584). Note that the billet distributor doesn't offer vacuum advance. Plug wires are MSD 8mm Heli-Core solid-suppression type, held in place with Made For You Products' wire separators.



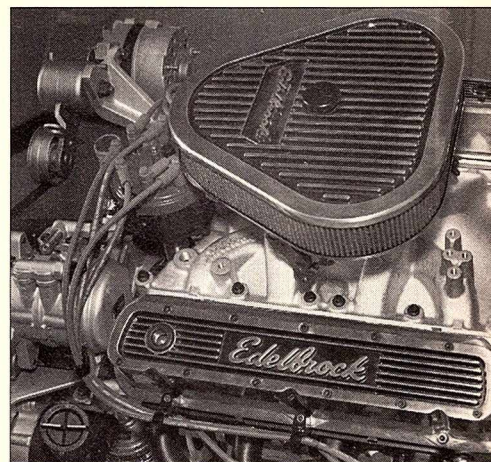
We chose to use Edelbrock's mechanical street fuel pump for 289-351W engines (PN 1725). This six-valve pump flows 110 gph at 6 psi of pressure and is perfect for carbureted applications. When ordering this pump for use with a Ford small-block with a standard oil filter, you'll need the street fuel-pump base (PN 78438-001) because the stock inlet is in direct line with the oil filter. This pump base directs the fuel lines from the bottom side of the fuel pump.



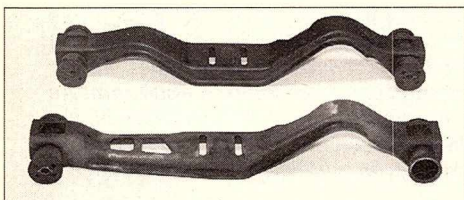
When it came time to install the exhaust system on the race-only vehicle, we chose to use a 2 1/2-inch-diameter H-pipe without catalysts and a 2 1/2-inch exhaust system from Borla. Keep in mind that the 351 installation is not a legal swap in some areas. Should you choose to go the completely legal route, you need to use the parts and pieces from a production 351 engine, such as the one in a Ford F-series truck. Seek counsel from your local and state authorities regarding the swap.



Using a tall intake manifold like the Edelbrock Victor Jr., we needed more underhood space. There are plenty of sources for taller, cowl-induction-style hoods. We chose Intercoast Design & Engineering's carbon-fiber model. The 11-pound aftermarket hood retails for \$549.



To dress up the engine, Edelbrock supplied us with its Elite Series valve covers (PN 4260) and air cleaner (PN 4222). The valve covers offer adequate clearance for the 351W, and the air cleaner was chosen for its low profile and compact design.



If your late-model is an '84 or earlier, you'll want to upgrade to a true dual-exhaust system like that found on post-'85 Mustangs. To do so, you'll need a double-hump transmission crossmember, most easily found in a local salvage yard. If you need to order a new one, it can be acquired from Ford Motorsport.

SOURCES

Borla Performance Industries
Dept. MF
5901 Edison Dr.
Oxnard, CA 93033
805/986-8600

Canton Racing Products
Dept. MF
14 Commerce Dr.
North Branford, CT 06471
Info 203/484-4900
Fax 203/484-4584

Centerforce
A Division of Midway Industries
Dept. MF
7171 Patterson Dr.
Garden Grove, CA 92641
Info 714/898-4477
Fax 714/893-7707

Edelbrock Corp.
Dept. MF
2700 California St.
Torrance, CA 90503
Info 310/781-2222
Fax 310/320-1187

Ford Motorsport
Dept. MF
44050 N. Groesbeck Hwy.
Clinton Township, MI 48036-1108
313/337-1356

Gates Rubber Co.
Dept. MF
900 S. Broadway
Denver, CO 80209
303/744-1911

Intercoast Design & Engineering
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1549 Los Angeles Ave.
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PERFORMANCE HOTLINE

By Isaac Martin

BIG BIRD

QI just bought a '72 Mach 1 and wanted to know if a 429 out of a '72 T-bird would fit. Also, would it be a good idea to put a subframe on the Mach 1?

Scott Martin
Palatka, Florida

AThe 429 will fit your Mustang, because the '71 was available with an optional 429 and the '72 has the '71 chassis. Since the block is the same for the 429 and the 460 and cubic inches are hard to beat, why not make a 460? All you need is the 460 crank (with a 3.850-inch stroke, as opposed to a 429's 3.590), rods and pistons. As for whether to add a subframe, if you mean subframe connectors, then yes, the modification is a good idea, because added chassis stiffness is always a good idea when there's going to be a lot of power going to the rear wheels. If you intend to build a Pro Street pony with superwide tires that require wheeltubs to fit, then a rear subframe is the only way to go.

ALL-ALUMINUM TIGER

QI purchased a '65 Sunbeam Tiger Mk 1, and the former owner has replaced the 260 engine with a '73 302. I want to replace this engine with a new one and a five-speed gearbox. It would be for street use. To save weight and get more power and increased cooling characteristics, I want to install an aluminum block, Edelbrock heads, an Edelbrock Power package and an aluminum flywheel. Is this possible and affordable? Where do I get the parts? Will a five-speed gearbox fit my car? Are there brake-conversion kits?

Dominik Wiegand
Hamm, Germany

AFirst, we need to report to circulation about M&F sales in Germany, because based on the mail we get from that country, we must be selling a lot of magazines there. Maybe we need a German-language edition.

Anyway, to answer your questions, you can get an aluminum block from Ford Motorsport (PN M-6010-C302). It has ductile-iron cylinder sleeves, and with a 4.125-inch-over bore capacity, you can get crazy and go up to 360 ci of displacement.

Edelbrock's cam and Power package are highly regarded for the power gains they produce. However, you use the word "affordable," and that hardly describes an aluminum block for most people. List price on the C302 is \$3994, com-

pared to \$1495 for the cast-iron block (PN M-6010-A4). Yes, the aluminum weighs less and offers improved heat transfer, but are those qualities worth \$2499 more? We would be more concerned about water-pump efficiency and fitting a radiator that can handle your driving characteristics.

As for an aluminum flywheel, they're available from McLeod Industries (Dept. MF, 2906 E. Coronado St., Anaheim, CA 92806, 714/630-2764). In order to get the correct application, the people at McLeod need to know whether your 302 has a balance factor of 28 or 50 oz/in. McLeod offers heat shields in steel or bronze and recommends using steel with an organic-material clutch disc, and bronze if you're high-tech and use a metallic compound disc. They had no problem with aluminum-flywheel longevity in street applications, but be aware that nothing is ever free. With an aluminum flywheel, the motor revs easier, but you have to keep the revs up during a launch, particularly if you're drag racing. On the other hand, when you drop off the throttle, the rpm will fall quickly, enhancing engine braking. This can be an advantage if you slalom or road-race your car.

As for a five-speed's fitting your car, we suspect it can be done. Try contacting the California Association of Tiger Owners (Dept. MF, 18321 Vista del Lago, Yorba Linda, CA 92686, 714/777-3744).

DIAGNOSIS: OVERCAMMED

QMy son purchased a '65 Mustang, and we need some help with the engine. The engine is a 351W with a very high lift cam, but we have no idea how high. The engine vacuum at 1200 rpm is only 5 in/Hg. The car has a Weiand 360-degree single-plane intake with a 780cfm Holley. The heads have been reworked with bigger valves. The data plate indicates that the rearend has a 3:1 ratio, and the car has a four-speed Top Loader. The car is hard to start from a standstill, but once you get it moving, there's no stopping it. We need some help getting some bottom end in the engine. Would a set of Rhodes lifters and a dual-plane intake help?

Donny E. Robinson
Easley, South Carolina

AFrom what we know about your Mustang and based on the low engine vacuum, the cam is obviously a race-oriented grind. As you learned, a long-duration cam is great for high-rpm applications, but it doesn't do much to improve street performance. Variable-

duration lifters will help somewhat to tame cam duration, and a dual-plane intake will make more torque. Swap the 780cfm Holley for a 600cfm one. These changes will help, but they'll only partially mask the cam's characteristics. It'll require a cam change for improved idle and vacuum and more low-end grunt.

Just for fun, we tried the Cam Select Software from Wolverine Performance Cams & Components (Dept. MF, 4790 Hudson Rd., Osseo, MI 49266, 800/248-0134). Provided with the details in your letter, the program suggested PN WG1108. This hydraulic flat-tappet cam has a 204-degree intake duration (at a 0.050-inch lift) and a 214-degree exhaust. Idle is stock, and power range is 1500 to 4000 rpm. A second selection was PN WG1088. A fair-idle cam, it has 211-degree duration (at a 0.050-inch lift) on both the intake and exhaust. Power range runs from 2000 to 4800 rpm. As neat as the computer program is, we suggest you talk to Wolverine's human experts for additional recommendations.

BOLT-ON BASICS

QI recently purchased a '70 Mustang Grande with a 302ci 2V engine. I would like to modify the engine enough to give heck to the Camaros. Basically, I want an engine with power, but one that is also dependable and gets good mileage. The problem is I don't know where to begin. I'm looking for bolt-on parts that will complement each other, such as an intake, a carb, cam heads and so on. Any ideas or suggestions will be appreciated.

Jason Guzman
Trenton, New Jersey

AA good, cost-effective improvement would be an Edelbrock Performer intake (PN 3723, Edelbrock Corp, Dept. MF, 2700 California St., Torrance, CA 90503, 310/781-2222.) It is easy to install and considered a stock replacement part for smog legality. You could also upgrade to a four-barrel carb by utilizing the company's 4V EGR plate (PN 8053), that is, if the New Jersey environmental powers that be allow such an upgrade.

Additional bolt-ons to consider include aftermarket cylinder heads, such as the Motorsport GT-40, Edelbrock Performer and World Products Windsor. Most of these are smog-legal replacements. A cam will help, but that's not a bolt-on project. If you want to give Camaros heck, the best bolt-on is a nitrous-oxide system. Contact the Nitrous Works (Dept. MF, Rt. 1, Box 1900, Dahlonega, GA 30533, 706/864-7009) to find out what 150 new horses can do for your car.

IT'S A MUSTANG, TOO

Q I want to turn my four-cylinder, four-speed '75 Mustang II into a King Cobra replicar. But I am having trouble finding cosmetic parts and four-cylinder performance parts. Do you know of any companies I can turn to? Remember, the key word in "Mustang II" is "Mustang."

John Storms
Portland, Oregon

A How right you are! If people can make regular Mustangs into Shelby look-alikes, you can certainly build a cool King Cobra replicar. CT Mustang (Dept. MF, 1870 Barnum Ave., Stratford, CT 06497, 203/377-4795) remains the only source we know of that deals heavily in Mustang II items. As for four-cylinder performance items, a good company to contact is Racer Walsh Co. (Dept. MF, 5906 Macy Ave., Jacksonville, FL 32211, 904/743-8253). It's well-versed in four-banger performance.

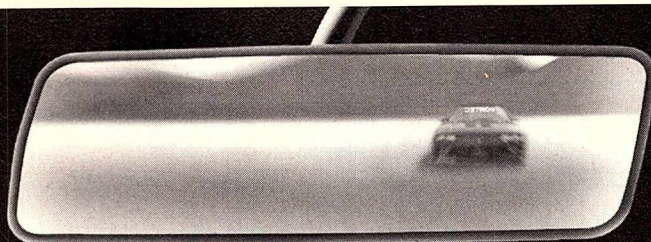
OVER THERE

Q I own an '87 Escort GT with a 1.9-liter engine, and I was wondering if there was any reasonably priced bolt-on equipment, such as exhaust, fuel injection or turbo equipment, that I could add to boost performance. Can you tell me where I could purchase these parts?

T.J. Smith
Valdosta, Georgia

A On our side of the Atlantic, the Escort GT is the hottest performer Ford sells. The aftermarket basically ignores these cars, putting an emphasis on performance V8s. But on the European side of the Atlantic, the Escort XR forms Ford's base of performance cars, just as the Mustang GT does here. As a result, there are tons of Escort performance items available, from exhaust systems to turbos (a little more involved than a bolt-on) and suspension upgrades. So you need to shop in Europe to find Escort performance parts. For starters, join the XR Owners Club (Dept. MF, P.O. Box 47, Loughborough LE11 1XS, England). An outlet for Ford performance parts is Burton Performance Center (Dept. MF, 625A Eastern Ave., Ilford, Essex IG2 6PN, England, 011-44-081-554-2281). The company covers Ford and Lotus cars exclusively, so it'll know your Escort inside and out.

Please address your restoration, performance and troubleshooting inquiries to Performance Hotline, Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. All letters must be signed and bear a return address. Unfortunately, no personal or telephone inquiries can be answered.



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15511	1800-6000 rpm	114°	278°	282°	218° 224°	.468" .486"	84560
15512	2100-6500 rpm	112°	282°	286°	222° 228°	.496" .512"	84562
15513	2400-7000 rpm	112°	288°	298°	228° 234°	.512" .531"	84562
15514	2700-7500 rpm	110°	298°	304°	234° 240°	.534" .545"	84562
15512	3000-8000 rpm	110°	300°	310°	236° 242°	.524" .529"	84562

Note: Special order cams available (#00002). Kits do not include hyd. roller lifters. Use stock.

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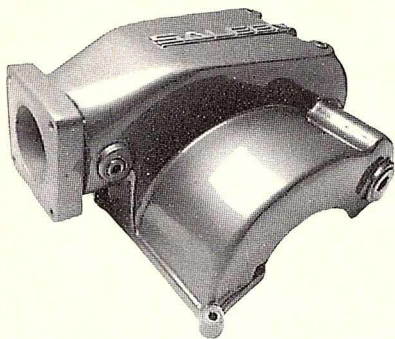
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RARE FINDS

By Jerry Heasley

Ed Meyer of Holland, Indiana, went searching for the Holy Grail of Boss 429s and found it. That is, he successfully tracked the Boss 429 Cougar (one of two built) that went to Don Nicholson for exhibition drag racing in April 1969.

According to Steve Strange's book *Boss 429 Performance Mustang Style*, one car went to "Fast Eddie" Schartman and the other was assigned to Dyno Don Nicholson of Long Beach, California. However, both of these specialty Boss 429s have been lost for decades, and it's easy to see why, once you read the saga of finding and piecing together KK 1285.

Ed, a knowledgeable Ford collector, suspected he had found something important when he discovered a front shock-tower assembly with a set of VIN stampings that didn't make sense. It appeared to be a Boss Nine assembly, but what did the 9F91R567772 VIN mean? A Boss 429 is indicated by a Z, right? Well, Boss 429s actually started life as R-coded 428 CJs, and that's how the VIN was stamped on the shock tower assembly, so it might still have been from a Boss 429. However, the digits "91" were unusual. Boss 429 VINs had "02" in that position, for the Sportsroof body style. Finally Ed figured out what had escaped other experts who looked at this front end: The "91" was for a Cougar hardtop. The consecutive-unit number linked the VIN to one of the two original Boss 429 Cougars. Ed was excited, and he made a trade for the assembly. But where was the rest of the car?

At first, Ed figured he would get a title for the front end since it was stamped with a VIN, until he learned that to replace a lost title, he needed to have the car body with its aluminum tag riveted to the dash. He asked the man at the machine shop who had sold the front end whether he would help track down the rest of the car through its various buyers, a list that stretched back more than 20 years.

Here's what happened to KK 1285. Originally a white Boss 429 Cougar that looked almost like any other Cougar, it was sent to Don Nicholson for exhibition drag racing. Since the Boss 429 was so new and unproven in competition, Don opted for a 427 Cammer motor for the time being. Holman & Moody/Stroppe built up the car with fiberglass fenders, hood, doors and dash. *Car Craft*, in fact, featured it in its



The Boss 429, intact, as raced in 1975.

October '69 issue. Later, Don was happier with his new Mercury Comet drag racer and let the Cougar go.

In 1975, the man who later sold Ed the front end cut out the floorpans and the shock tower up through the firewall. Then he made a tube chassis for the fiberglass/metal Boss 429 Cougar body. This is why Ed was so anxious to track the leads. The man also had the trunk area of the car.

Ed said, "I went back there, and sure as heck he had the rest of the staggered shocks with the trunk-mounted battery setup, the Cougar sheetmetal, the floorpans and the reinforcement bracing. He had it all there, so I bought it. Right where the seats are it was cut



Boss 429 Cougar body as Ed found it.

in half. The floorpan and the rear half stayed, and the front half of the shock towers and all the suspension ended up in the St. Louis area where a guy was going to make a race car out of it."

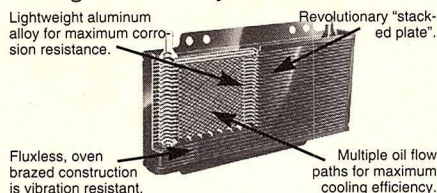
Still, who had the body? Eventually, Ed found it. Until three months before he bought it, it was being raced. It had been in the Little Rock area for years. The owners bragged that they had Don Nicholson's old Cammer race car. Of course, their car didn't click with collectors as a Boss 429, and nobody believed the story anyway. It took a very astute Ford-ophile to recognize a Boss 429 front end and correctly decode the odd set of numbers stamped on it.

The question remains: Should Ed restore this car as it left Kar Kraft—a white Cougar with a Boss 429—or as it was built up on the West Coast for Lincoln-Mercury's drag-racing team?

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951	270	280	448	472	Hyd.
989	290	300	496	520	Hyd.
FORD 351C-M/400					
953	270	280	484	510	Hyd.
954	280	290	510	536	Hyd.
FORD 360-390					
970	260	270	458	484	Hyd.
966	270	280	484	510	Hyd.
FORD 429-460					
996	260	270	464	490	Hyd.
967	270	280	490	516	Hyd.

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GLORY DAYS

Dan Gurney, the Most Successful Ford Racer in California History, Goes to Riverside

By Dave Friedman

PHOTOGRAPHY: DAVE FRIEDMAN

Dan Gurney comes as close to being a movie star as any racer ever to turn a wheel in competition. He's tall, lanky and so good-looking that during his one scene in the 1966 film *Grand Prix*, some women left the theaters saying, "Forget James Garner. Who was that stud in the driver's meeting scene?" In the '60s, he was by far the most glamorous figure in American racing and the only driver talented enough to organize a team and compete effectively in Formula One.

A native of Port Jefferson, Long Island, (and the son of New York Metropolitan Opera star John Gurney), he didn't start racing until 1955 at the relatively advanced age of 24. Almost immediately after his first race, he was generally considered to be the finest road-racing driver in America. In 1959 he won the 12 Hours of Sebring, piloting a Ferrari 250 TR. And in 1961 he won his first Formula One race, driving a BRM in Ballarat, Australia. He also won Porsche's first Formula One race in 1962 at the French Grand Prix. In 1967 his victory in the Belgium Grand Prix was the first Grand Prix victory by an American driver in an American car in 46 years. In fact, the car itself, the Eagle, was built by Dan's own All American Racers (AAR). There hasn't been a serious attempt mounted by any American team since to match that '67 Grand Prix feat.

Not only has Dan driven to victories in IndyCar, Trans-Am, NASCAR and Formula One competitions, he's been a brilliant car builder. His Eagles dominated IndyCar racing in the early '70s, winning the '73 and '75 Memorial Day classics. Since dominating IMSA racing with its Toyota GTP cars, Dan's AAR team is currently preparing to return in 1995 to IndyCar racing using a Toyota-built 2.6-liter turbocharged V8.

As intimidating as Dan's victories are (37 in 10 different countries driving



Dan's first NASCAR victory came in 1963 at the wheel of the Holman-Moody Ford Galaxie. Besides being perhaps the largest race cars to ever run at Riverside, these early-'60s monsters were shockingly close to true-stock automobiles. Notice the door handles, the stock wheel openings in the fenders, the stock grille and most surprisingly, the stock window glass—right down to the vent wings!



Dan won the '64 Riverside NASCAR race just as he'd won the '63. In 1965 he returned in the cockpit of another legendary NASCAR team's Galaxie, the Wood Brothers', and took his third straight victory. Compared with his 1963 mount, the 1965 car was much closer to what people today think of as a Winston Cup race car. Notice the side glass is gone, the wheel openings have been flared for tire clearance and the rollcage has grown more elaborate. So good was the '65 Ford's basic front-suspension design that even today all Winston Cup cars use versions of it. The '65 NASCAR season was dominated by Ford, as both GM and Mopar withdrew.



Another year, another victory. Number four in the Riverside streak was the 1966 race, driving a Wood Brothers Ford again. The rapid evolution of the Winston Cup race car also continued unabated. Notice that the wheel cutouts have radically increased since the '65 and that the windshield has been subtly laid back. Also notice that the front end has a very slight, aerodynamic droop to it.



Accepting congratulations after the 1966 race, Dan was already wearing the first of the stickers for various "Gurney for President" campaigns that have been mounted, usually without Dan's involvement, over the years. The Riverside NASCAR races in those years were called Motor Trend 500s, sponsored by our sister magazine. In fact, the man smiling confidently on the right of this photo is Robert E. Petersen, this magazine's founder and owner.

25 different makes as a driver, including a LeMans victory and two Second Place finishes at Indianapolis), many people think his greatest races took place at California's Riverside International Raceway. A long, snaking road course, Riverside was for many years the only road course on the NASCAR Grand National circuit (now the Winston Cup) and usually the highlight of any Trans-Am season. Dan's remarkable five victories at Riverside in Grand National stock cars, including an incredible four in a row, remain an unsailable record. And they all took place in Fords.



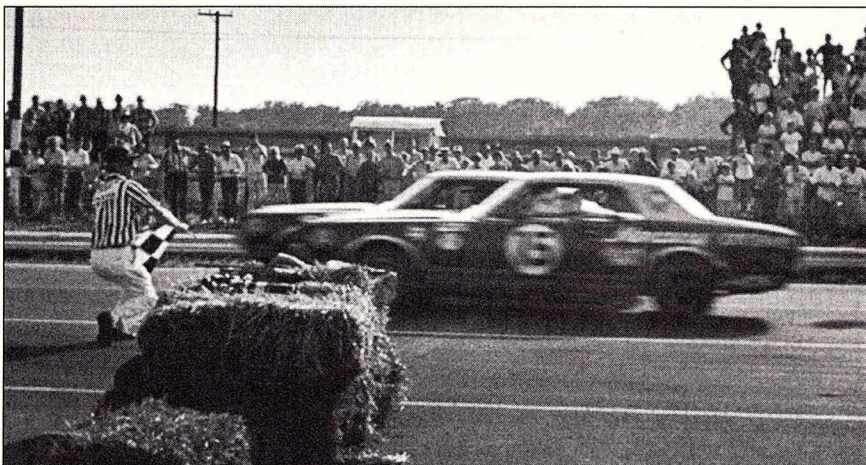
Does this guy look like a race car driver or what?



The Grand National cars shrank to midsize for 1967, and Dan, for the first time since he entered them, didn't win the Riverside race. The engine of his Wood Brothers' Mercury blew on lap 143.



Tempering Dan's anguish about defeat in the '67 NASCAR race was his victory in Riverside's '67 Trans-Am race. Driving a Mercury Cougar for Bud Moore Engineering, the Cougar team would challenge for the championship all year, finally losing out in the end to its Carroll Shelby-led sister team's Mustang.



How close was the racing during the '67 Trans-Am series? This is Dan literally nosing out team partner Parnelli Jones at the Green Valley race—a race, considering the incredible draining heat and intense competition, that Dan has often referred to as his toughest victory.



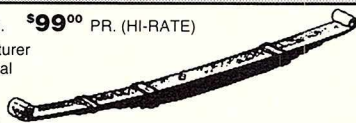
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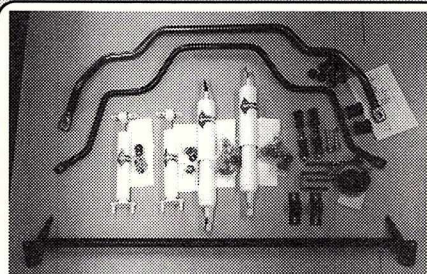
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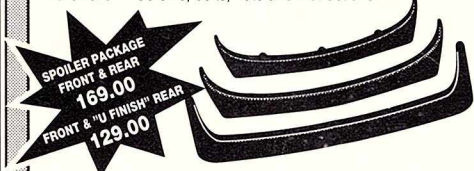
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READERS' ROUNDUP



UNCONVENTIONAL CONVERTIBLE

Carroll Shelby didn't build a '67 convertible, Stacey David did. He started with a regular ol' Mustang and added a lot of modern touches such as A/C, stereo and power steering. Ed Brooks built the 0.030-over 289 with '69 351W heads, a high-rise manifold, a Holley carb and a Hurst-shifted four-speed Top Loader. The suspension was also rebuilt. A mini tach takes the place of the clock. Stacey used many original Shelby parts to keep things interesting, and Roger Wilson supplied plenty of Shelby knowledge. So when you see a red '67 Shelby ragtop tooling down the street in Antioch, Tennessee, don't be alarmed, just wave.



C'EST MAGNIFIQUE

Does it seem as if there are fewer high-performance Mustangs in the country these days? We think we've figured out why. Claude Solard is collecting them over in Chennevierres, France. As evidence, he sent us a bunch of photographs of all his cars, including a 428 CJ convertible GT, an 11-second Mach 1, an almost-completed 429 Cobra Jet, a white '71 429 CJ convertible, a black 429 CJ hardtop and a yellow Boss 302, all of them beautifully restored. At first, we couldn't decide which photo to print, but we finally settled on the Boss 302. And we thought everybody in France rode bicycles!

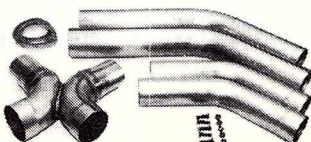
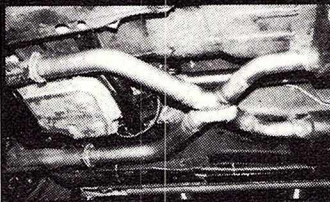


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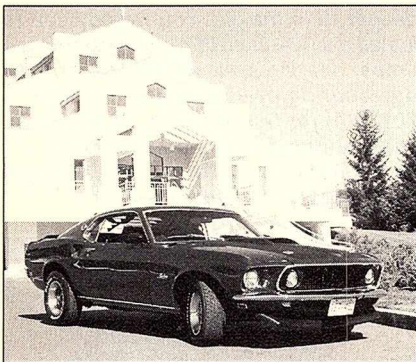
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FAST AND FORMAL

We assume that's 17-year-old Brian Polivka in the driver seat of this bright red '69 fastback. Judging from the tuxedo, we also assume that either it's prom night or Brian works as a magician. Brian and his dad started restoring this car, complete with a stock 302 engine, back in 1991 to have it ready for Brian's 16th birthday. Now that the car is running and looking good, they're shopping around for a Mustang shop near their home in Yorba Linda, California, to rebuild the 302. Considering how well this restoration has turned out so far, maybe Brian is something of a magician after all.



SUMMERTIME STREETER

Canadian winters can be brutal, and when Heath Stevenson of Sardis, British Columbia, bought his '69 Mach 1 Mustang in 1992, the winters had taken their toll. Still, Heath saw potential and decided to revive the Mach 1. Ten months later, the frame-up restoration was completed and the Mustang was like a new pony. The car is powered by a four-barrel 351 Windsor. An automatic transmission enhanced with a shift kit sends torque to the 3.55:1 Posi-traction 9-inch rearend. The deluxe red interior includes fold-down rear seats into the luggage compartment. Now Heath only drives the dark metallic blue Mach 1 in the warm months.

Readers are invited to submit photographs of their Mustangs and Fords to Readers' Roundup, Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. Please send a fact sheet about the car and yourself, including your address and telephone number. Photographs become the property of Petersen Publishing Company and cannot be returned.



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Keeping Your Bearings

Does the clutch on your 5.0-liter Mustang chirp every time you depress the pedal? Have you paid to replace the throwout bearing only to hear the clutch singing to you a short time later? Often the throwout bearing isn't the culprit; rather, the input-shaft bearing retainer is to blame.

From the factory, the T5 comes with an aluminum retainer with a hard, anodized finish. Over time, the bearing wears through the anodizing, and the softer aluminum tube starts getting torn up. You won't really feel anything at the clutch pedal, except when the retaining shaft breaks. This problem can be worsened by the installation of a high-pressure clutch plate. If you're in your Mustang to change the clutch, by all means change the bearing retainer.

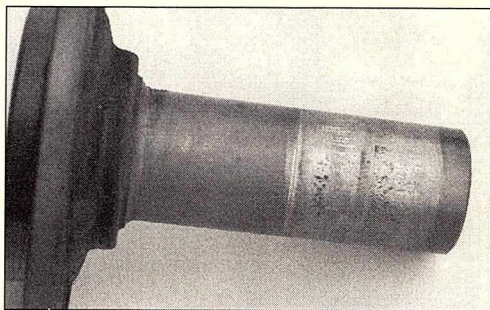
That the replacement will also wear out is a cause for concern, but there's a cure. D&D Performance offers a bearing retainer with a steel shaft swedged into an aluminum base. Steel is more resistant to rubbing, so durability is increased many times over. If that isn't enough, the suggested list price is \$49, about half the price of the factory replacement part.

We stopped at Advanced Engineering West to get a few shots and tips on replacing the bearing retainer. Follow the photos. Reassembly is the reverse.

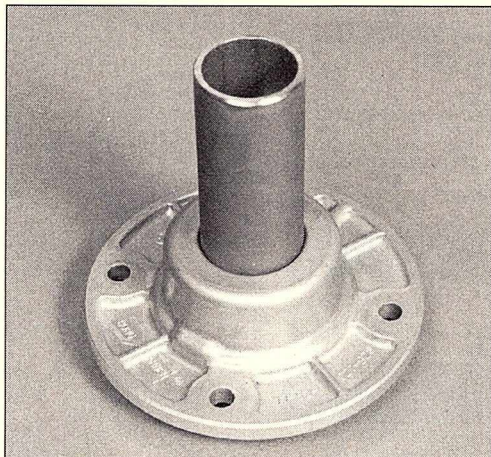
SOURCES

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909/930-9852

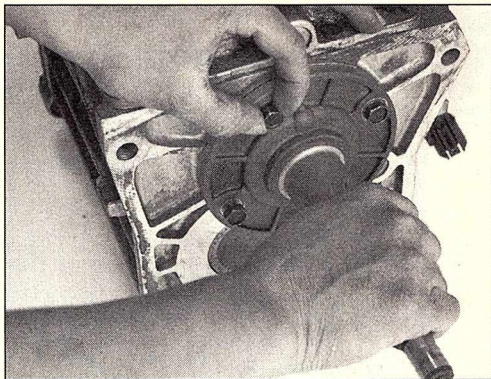
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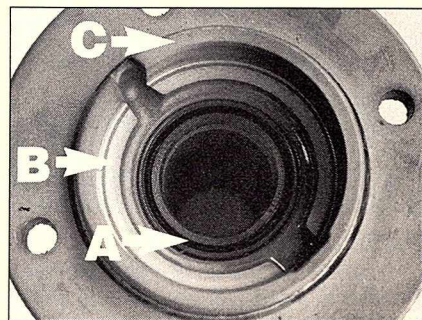
This is a worn bearing retainer. Not only are there surface gouges, but as you move your fingers over the surface, you feel ridges where the anodized surface has been worn off.



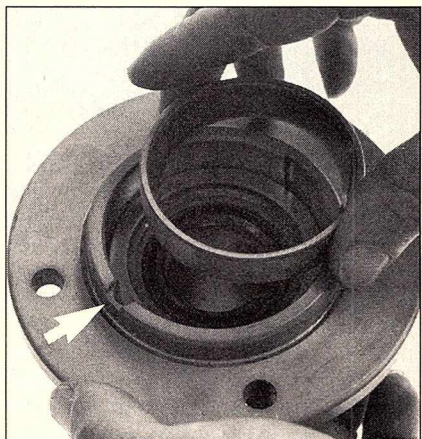
D&D Performance's bearing retainer utilizes a steel tube that's swedged into the aluminum base. It fits all 5.0-liter Mustang T5 transmissions and Mustang SVO applications. Note that it doesn't fit Thunderbird Turbo Coupe T5s. For reasons known only to Ford engineering, a larger-diameter input-shaft bearing was utilized on the Turbo Coupe. If you try to increase the inside diameter of the D&D retainer to match the bearing, you'll eliminate oiling passages crucial to front-bearing lubrication.



The first step is to remove the input-shaft bearing retainer by removing the bolts. Once it's off, don't move the transmission by lifting on the input shaft. If you do, it will come out, and reinstalling the input shaft correctly is a complex project.



While looking inside the retainer housing, you need to remove and replace the shaft seal (PN C5TZ-7052-A) (A). Next, make sure the bearing-race depth won't make it too tight or allow the input-shaft bearing to walk. One way to check this is by using a dial caliper to measure the retainer depth from the bearing-race seat (B) to the top surface (C). Measure both the old and new retainers to see if there's any variation. The measurements should be the same, and if the new one doesn't match, shims have to be installed under the bearing race. Suppose the new retainer measured 0.004 inch deeper than the old. You would need to install a 0.004-inch-thick shim to provide proper bearing preload. Ford sells T5 input-bearing preload shims (PN E3ZZ-7L172-A) for this purpose. Ford checks shaft endplay with a dial indicator. Its ideal preload is zero, but a 0.002-inch variance is acceptable.



Install the correct combination of shims into the retainer to equalize the measurements, followed by the bearing race. Remember: When inserting the bearing race, it's a precision fit. If it gets cocked going in, it'll get stuck.

The bearing retainer has a bottom and a top as it fits on the transmission. The rounded lubricant passage (arrow) goes on top. Also, on the front of the D&D retainer, the Borg-Warner will read right-side-up.

Before bolting the retainer in place, apply an 1/8-inch bead of silicone around the collar to form a seal between it and the transmission case. Torque the retaining bolts to 11-20 lb-ft.

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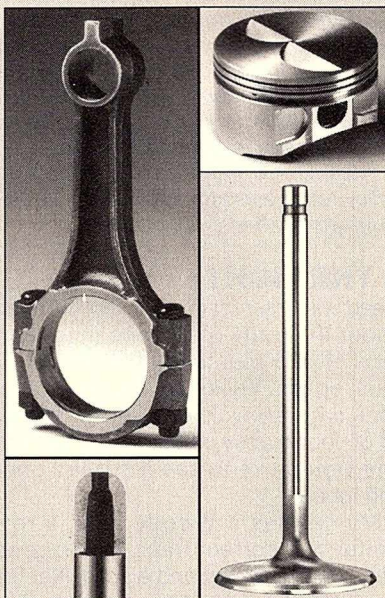
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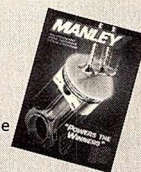
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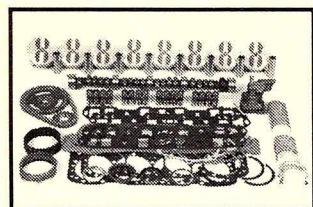
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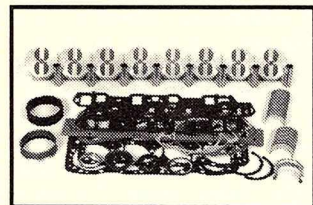


PREEMINENT PERFORMANCE PRODUCTS



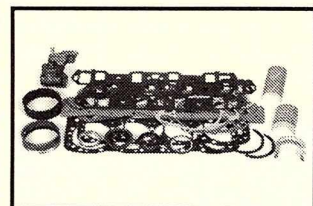
MAJOR REBUILD KIT
Includes: Sterling Pistons w/Pins, Hastings Rings, CL77 Rod & Main Bearings, Michigan Camshaft Elgin Lifters, Melling Oil Pump & Timing Chain Set & McCord Gaskets.

Ford 289-302 ..	\$225.00
Ford 240-300 ..	245.00
Ford 351W	255.00
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Ford 360-390	255.00
Ford 429-460	340.00



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Includes: Sterling Pistons w/Pins, Hastings Rings, CL77 Rod & Main Bearings & McCord Gaskets.

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Ford 351W	150.00
Ford 351M-400 ..	150.00
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351W-302 H.O.

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2015	224 - 234	496 - 520	61.35

351M-C-400

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CODE CRACKING

'64½ OR '65?

I am interested to find out if I have a '64½ or a '65 Mustang convertible. The code on my car says it was built on September 15. Is that considered a '64½ or a '65? My car does not have backup taillights or disc brakes. Also, the hydraulic pump is round. I have asked some people, and they say that the hood is a '64½. I am confused. Please help me. The VIN is 5F08C286955.

Grinaldo J. Assereto
Sunrise, Florida

P.S. My car was a special order per the DSO: 24. Is there any way to find out what options were added to my car?

First, we have to ask, what is the definition of a '64½ Mustang? This question is important because there is no VIN difference between a '64½ and a '65 Mustang. That is, there is no Mustang VIN that starts with a "4" for the '64 model year. VINs start with "5" for the '65 model year.

The difference comes in the calendar-year build date. Enthusiasts say a '64½ Mustang was built before the official start of the '65 model year. Parts books peg the switch-over date as August 17, 1964. Basically, a '64½ has a generator and a '65 has an alternator, but there are many other parts differences between '64½ and '65 models.

We expect your Mustang has an alternator like a '65, rather than a generator. Otherwise, engine codes are the deciding factor. (See list.) Your car's "C" means it has the 289 2V, which was not available for the '64½, unless there was an instance where it was installed early in the '65 model year, say before the regular production began.

Your car is definitely a very early production '65 model, and it may have a variety of parts seen commonly on '64½ models. These features are fun to look at and discover. You'd need to research the history of your car to verify whether certain parts were ever changed, such as the hood. A '64½-type hood has a lip on the underside leading edge that is not hammered flat.

As far as the DSO special-order number, for the '65 a DSO of 24 means Philadelphia and doesn't alone denote a special order. A special order is denoted by a number following the DSO.

ENGINE	TYPE	CODE	MODEL
170 1V	I6	U	'64½
200 1V	I6	T	'65
260 2V	V8	F	'64½
289 2V	V8	C	'65
289 4V	V8	D	'64½
289 4V	V8	A	'65
289 4V	V8	K	'64½ & '65

Note: One engine was carried over from the '64½ to the '65; the K-coded 289 High Performance, but it wasn't available at the start of Mustang production. It was introduced in June 1964, and the '64½ Hi Po came with a generator, while the '65 Hi Po came with an alternator. Generator-equipped Hi Po 289s are rarities. Think about it. They have a big pulley on a generator application. What a tough part to find this would be.

C THE LIGHT

I read with interest in your July '93 issue about the rarity of C-code (non-Ram Air) '71 429 Mustangs with the Drag Pack option. Enclosed is a copy of my car's original invoice. There has been a lot of controversy on this issue, and I for one would like to see it settled once and for all.

My car has a V-code axle, a rev-limiter, the correct trans (four-speed) with a gear reducer and a solid lifter engine with the correct Holley carb. The car has seen much drag-racing duty and has some chassis mods (ladder bars, subframe connectors, scatter shield, roll bar, driveline loop and all the things NHRA says you need to race). The car has 31,000 miles and is totally free of rust and dents. The interior and exterior are almost correct. The car runs in the mid 12s, and that's quick.

I intend to return it to completely original before too long. I have all the original parts. The car was bought here in Helena, and I know all the previous owners. If you're interested in doing a piece on this car, I can send more proof, pictures and history.

F.J. Ford
Helena, Montana

For the readers unfamiliar with this matter, our July '93 issue carried a retrospective on the '71 Mustang. The story posed the question, "Did Ford make '71 Mustangs with the non-Ram Air C-code 429 engine and Drag Pack, which made a CJ into an SCJ? Or was every SCJ first a Ram Air big-block?"

Thanks for helping us clear up the C-code, non-Ram Air question for '71 429 SCJ Mustangs. You're right that there has been a lot of controversy about SCJs without Ram Air. Your invoice confirms the Drag Pack option, a much better deal than Ram Air for buyers who wanted to go drag racing. We received about a dozen letters on this subject, another of which is printed below.

In response to your looking for a C-code 429 '71 Mustang SCJ, I send you the following information. I think I might

have what you need. My VIN is 1F05C166939, and my rear axle is coded with a V. This option came in my '71 Mach 1, which sports blue/argent paint with the standard interior. The powertrain used a Heart four-speed surrounded by a dark-blue console. The car is currently undergoing a new paint job—stock, of course. Hope this helps!

Rick Kapoun
Orangevale, California

Thanks for your help, Rick. The V-code rear axle is of course a 3.91:1, which was part of the Drag Pack option. The Y-code 4.11:1 axle was also optional. Both were locking axles.

Our reader response proves that Ford built C-code '71 429 SCJ Mustangs without Ram Air.

HEAD

I have been searching for info on this poor rare car since I purchased it, and neither Dearborn nor any Ford dealership under the sun can help me. My VIN is 1FABP28W35F 160604. The vehicle is an '84 Mustang GT Turbo Coupe. As far as I can determine, it was produced around the middle of the production run of this model, since I have the front GT foglight fasciae, the bubble reverse hood scoop and the knock sensor on the intake manifold. The vehicle does not have A/C, but I understand this was a dealership-installed option, and production numbers were only around 3000.

Craig Scott Van Sciver
Maple Shade, New Jersey

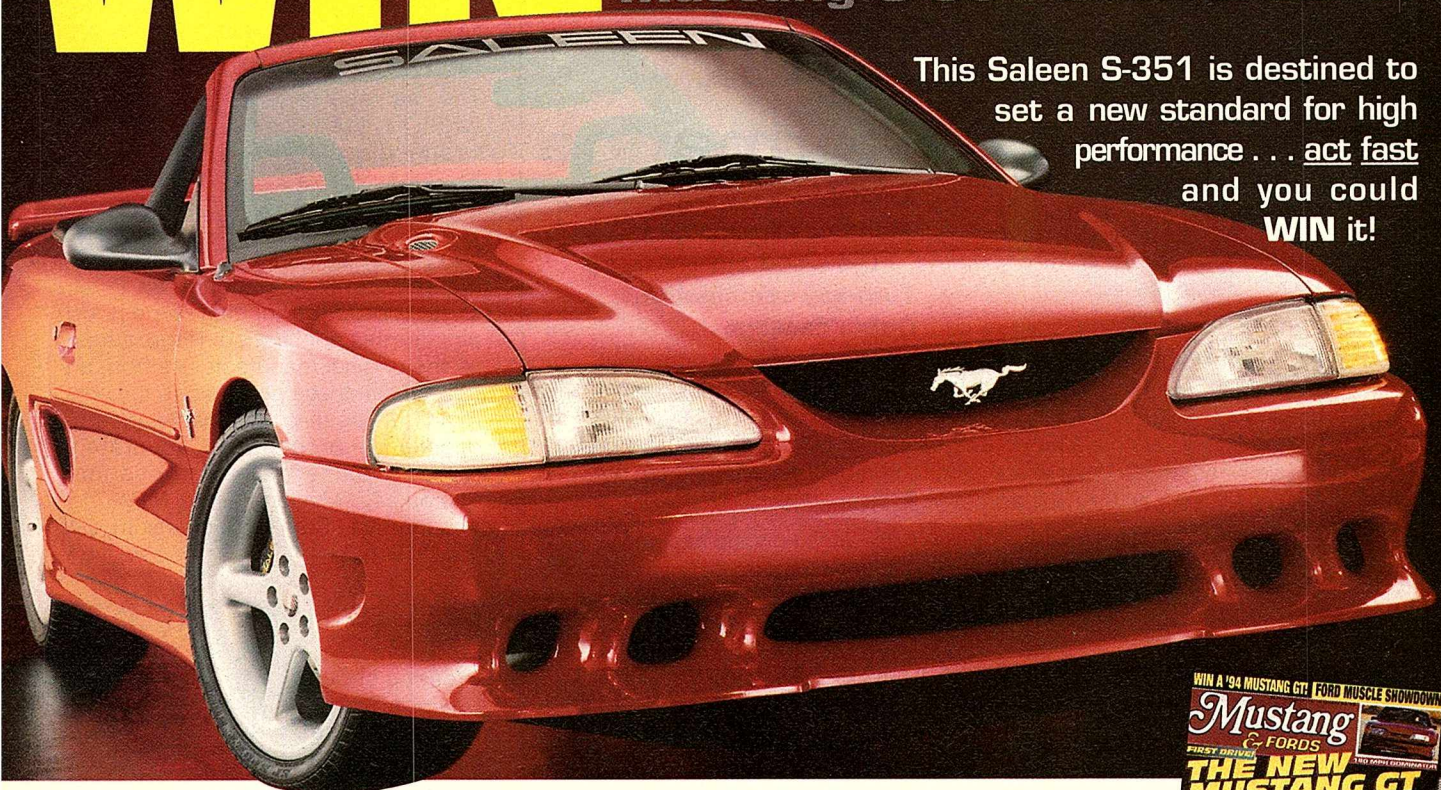
The 2.3-liter Turbo Four was installed in Mustang GTs at the end of the '84 model year, making those cars very rare. Where did you get the figure of 3000? It would be interesting to confirm the production figures for this odd Mustang.

We omitted printing your myriad questions on upgrading the performance and comfort of this car. It may help you to know that the 2.3-liter Turbo Four is the same engine that debuted in the '83 Thunderbird Turbo Coupe. Our advice is keep it stock. It's a very interesting Mustang right now, and we bet it will appreciate. The really rare Turbo GT is the '84 convertible.

Please address your VIN, buildsheet or other identification inquiry to Code Cracking, Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. If possible, please include photos, rubbings or photocopies of your original documentation to aid us in identifying and illustrating your item. All letters must bear a signature and return address.

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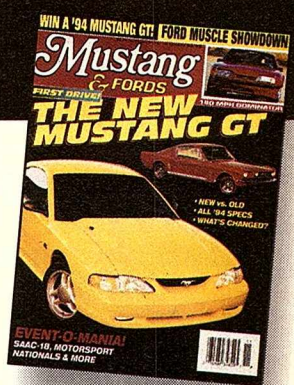
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Enter as often as you wish, but each entry must be mailed separately via first-class mail. Mail all entries to: Petersen's 1994 Saleen Mustang S-351 Convertible Sweepstakes, MUSTANG & FORDS, P.O. Box 52106, Boulder, CO 80322-2106. Where this sweepstakes is promoted at a show or other event, you may also enter directly at that location.

This sweepstakes will be presented in conjunction with various offers sponsored by Petersen Publishing Company.

All entries must be received by September 15, 1994. No responsibility is assumed for lost, late, misdirected, damaged, illegible or postage due mail or for printing or other errors.

A grand prize winner will be selected in a random drawing conducted on or about October 13, 1994, from among all eligible entries received. The decisions of the judges are final. Odds of winning are determined by the total number of eligible entries received.

Potential winner will be notified by mail. Potential winner must follow the directions contained in any required Affidavit of Eligibility / Release of Liability / Prize Acceptance Form / skill-testing notification / or any correspondence attached therewith and return all forms, correctly filled out, so that the forms are received within 21 days of the date on the correspondence. Noncompliance within this time period will result in disqualification and an alternate will be selected. The potential winner is responsible to ensure that any of the previously mentioned forms are actually received at the designated address within the 21 days.

In order to be awarded a prize, residents of Canada will be required to correctly answer a time-limited arithmetical skill-testing question. In the event the skill-testing question is not correctly answered within the time limit, an alternate winner will be selected.

The grand prize consists of a 1994 Saleen Mustang S-351 Convertible. The approximate retail value of this prize is \$39,000.00. No substitution of the prize, except by sweepstakes sponsor (due to prize unavailability) in which case, a prize of equal or greater value will be awarded. Value of prize stated in U.S. currency. Taxes, duties, licensing and registration fees are the sole responsibility of the winner.

Sweepstakes open to residents of the fifty (50) United States and Canada who are 18 years of age or older as of September 15, 1994, and who possess a valid driver's license. Sweepstakes void in the province of Quebec, Puerto Rico and where prohibited by law. Employees (and their families) of the following companies are not eligible: Petersen Publishing Company, and any fulfillment, judging or coordinating companies involved, in any way, with this sweepstakes. All federal, state, local, municipal and provincial laws and regulations apply.

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For the name of the winner (available ca. 11/16/94), send a self-addressed, stamped (#10 size) envelope (unstamped for Canada) to: Petersen's 1994 Saleen Mustang S-351 Convertible Sweepstakes Winner's List, Petersen Publishing Co., 6420 Wilshire Blvd., 8th Floor, Los Angeles, CA 90048-5515.

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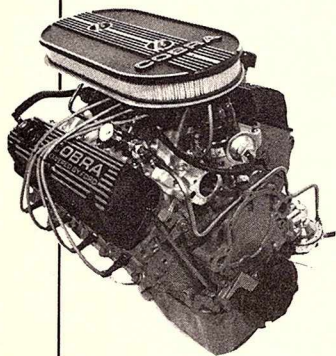
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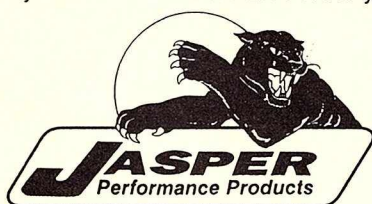
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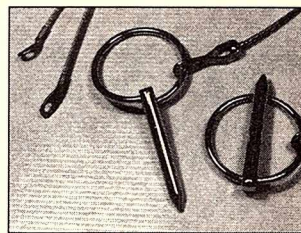
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RESTO

IN THE HOOD

The salvage yard is the wrong place to look for hood pins for your '67 Shelby.

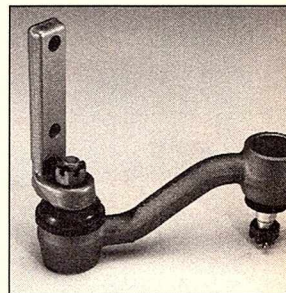
Sacramento Mustang has concours-level, exact reproduction, click-type hood pins for this application. Reproduced by the original manufacturers from an original set, these pins feature the correct light-green-plastic cable sheath, excellent chrome and accurately crimped cable ends. Information: Sacramento Mustang, Dept. MF, 5710 Auburn Blvd., Ste. 23, Sacramento, CA 95841, 916/334-0190.



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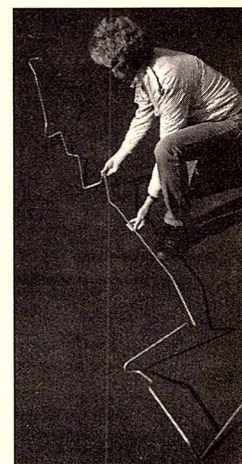
movement in the center-link and tie-rod assembly, further reducing control and response. Kanter Auto Products carries replacement idler arms for a variety of collectible vehicles from the '30s to the '90s. Each comes with a lifetime warranty. Information: Kanter Auto Products, Dept. MF, 76 Monroe St., Boonton, NJ 07005, 800/526-1096.



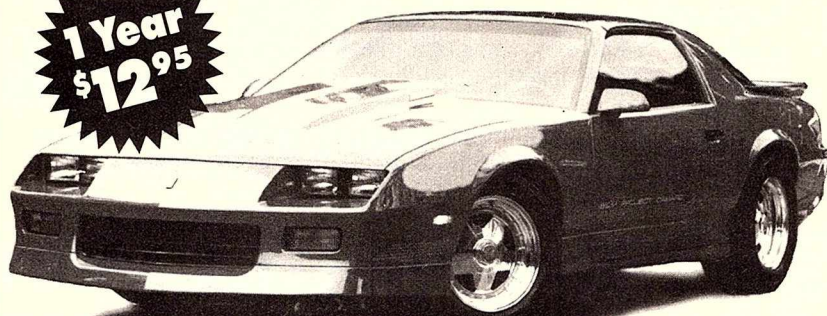
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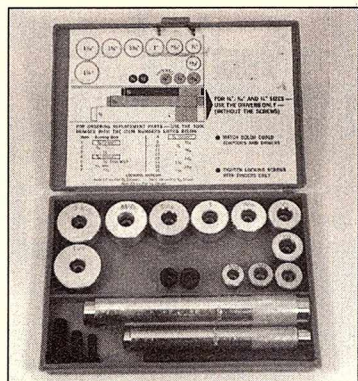
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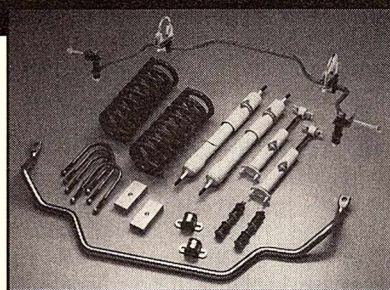
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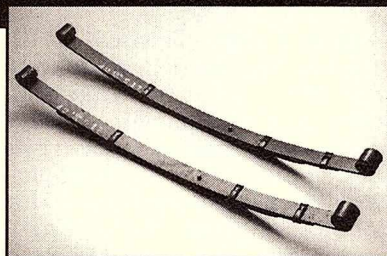
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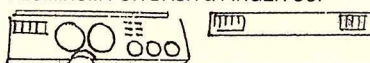
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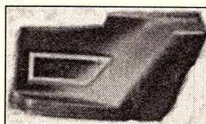
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CALENDAR

July 6-8/Burnaby, BC, Canada

The Vintage Thunderbird Club International North West Regional '58-'66 T-Bird Convention will be held at the Sheraton Villa Inn. Information: Bob Shannon, Dept. MF, 16179 Creekside Ct., Surrey, BC, Canada V3R 8S4, 604/589-4724 (evenings).

July 10/Edinboro, PA

The Lake Erie Mustang Owners' Club and Dave Hallman Ford present the sixth annual Mustang Round-Up, 30th Anniversary Show at Dave Hallman Ford, Rt. 99N, Edinboro, Pennsylvania. There will be six '64-'94 Mustang classes. Three trophies per class, a Best of Show award and a Sponsor's Choice award will be presented, and all participants will receive wall plaques. Registration: 9 a.m. to 12 p.m., \$8 (\$6 before the show date). Information: 814/664-9460, 814/664-9147 or 814/663-1131.

July 17/Stoughton, MA

The 17th annual Summer Round-Up & 30th Anniversary Mustang Show is sponsored by Victory Ford and hosted by the Mustang Car Club of New England. The event will be held at Victory Ford on Route 138 just north of the Easton line. There will be 15 classes for all years of Mustangs, Sheldys, Taurus SHO's and special-interest Fords, stock or modified. The entry fee is \$10; admission is free to spectators. Some Boston Bruins are expected to appear. (Rain date: July 24.) Information: Vincent Letourneau 508/674-7287, Jim Silverman 508/584-8848 or Victory Ford 617/344-3500.

July 17/Long Beach, CA

The 4th annual Signal Hill Car Show will be held at Signal Hill Park on Cherry Ave. and Hill St. (1 mile south of the 405). \$10 preregistration is required—no event-day registration. Open only to pre-'75 cars. Spectators admitted free. Information: 310/869-4977.

July 18-19/Watkins Glen, NY

The Driving Ambitions Hi-Performance Driving School offers you the opportunity to drive the famous Watkins Glen track with instructors and classroom sessions at reasonable prices. Novice to experienced classes are available. Information: SAAC-Buffalo, Driving Ambitions, Dept. MF, P.O. Box 65, Clarence, NY 14031-0065, 716/684-4467, fax 716/684-1860.

July 23/Fremont, MI

The 10th anniversary Celebration of the Fremont Auto Show and Swap Meet will be held on the Gerber Grounds from 9 a.m. to 5 p.m. Highlights include an all-

day appearance by Shirley Muldowny. The show is sponsored by Fremont Auto Parts Center/Auto Value. More than 800 show vehicles are expected. Information: TAZZ Promotions, Inc., Dept. MF, 3810 W. 72nd St., Newaygo, MI 49337, 616/924-4899.

July 30-31/Reading, PA

The National Muscle Car Association sponsors an event of the '94 NMCA-Flowmaster Muscle Challenge Series at Maple Grove Raceway in Reading, Pennsylvania. Information: NMCA, Dept. MF, 3404 Democrat Rd., Memphis, TN 38118, 901/365-3779.

August 5-7/Reno, NV

The Hot August Nights 29th Reno Swap Meet and Car Corral will be held at the Reno Livestock Events Center, Wells Ave. at I-80. Outside (\$40) and inside (\$80) spaces are available. Admission is \$3. Highlights include foot-stompin' concerts, the Silver Premiere Collector Car Auction, the Working Man's Auto Auction, show 'n' shines, cruises and parades. Send SASE for a form today. Information: Reno Swap Meet, Dept. MF, 23690 Shadow Dr., Auburn, CA 95602.

August 14/Mansfield, CT

The New England Region SAAC's Holiday Hill Family Fun Day & Shelby Show will take place at the Holiday Hill Recreation Center. There are 20 acres of facilities, including swimming pools, softball fields and a jungle rope swing. Admission includes lunch. Information: New England Region SAAC, Dept. MF, P.O. Box 68, Putnam, CT 06260, 203/928-0787.


August 14/Bourbonnais, IL

The Northern Mustang Corral Club will host its fourth annual Mustang Show at Court Street Ford, 558 Latham Drive. Information: Dave Hoffman 815/935-1429 or Terry Hebert 815/932-5285.

August 21/Coopersburg, PA

The First Pennsylvania Mustang Club sponsors its Antique and Classic Car Show at Saucon Valley's Living Memorial Park. Information: Hector Macias, Dept. MF, 11 Princeton Ct., Easton, PA 18042, 610/559-7985.


To better serve our readers and alert them to a variety of car-related events, we invite you to send your notices to Calendar, Mustang & Fords, 6420 Wilshire Blvd., Los Angeles, CA 90048-5515. Because of deadline considerations, these notices must be in at least four months before the date of your event.



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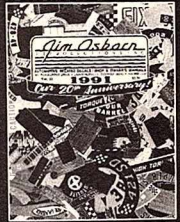


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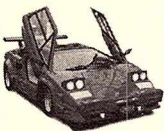
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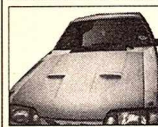
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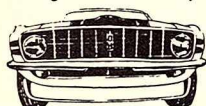
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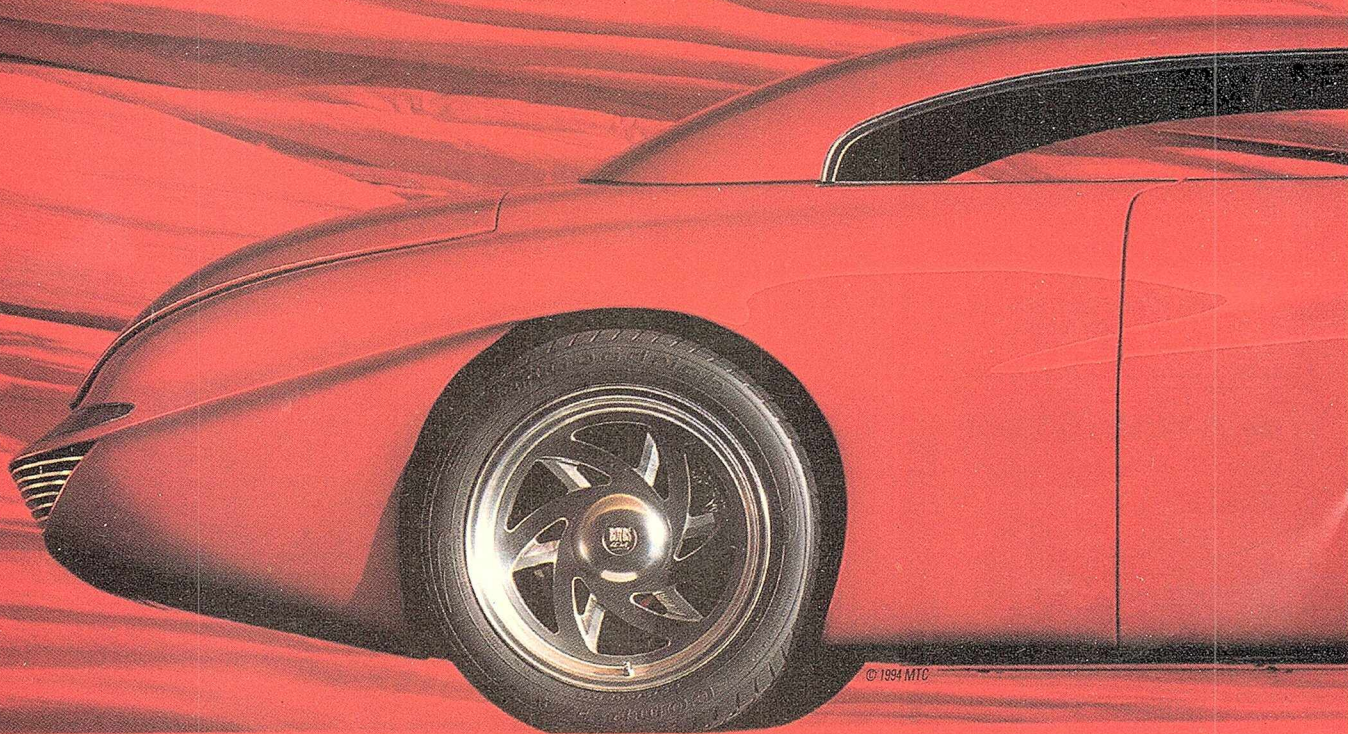
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Advertiser Index

A-1 Automatic Transmissions.....	52
Art Carr Performance.....	50
Audio Underground.....	108
Auto Krafers.....	106
B&M Products.....	101
BBK Performance.....	78
BFGoodrich T/A Tires.....	110-Cover 3
BG Fuel Systems.....	79
Borla Performance Industries.....	108
California Mustang.....	30, 75
Canadian Mustang.....	98
Canton Racing Products.....	107
Carlisle Productions.....	62
Charlie's Mustangs.....	60
CJ Pony Parts.....	99
Classic & Performance Specialties.....	76
Classic Auto Air Manufacturing.....	108
Classic Motor Carriages.....	82, 83
Classic Mustang.....	9
Classic Mustang Parts of OK.....	79
Columbus Performance Products.....	95
Competition Cams.....	35
Convertible Service.....	107
Crower Cams.....	93
CT Mustang.....	105
Custom Autosound.....	107
Dallas Mustang Classic Parts.....	61
Dr. Gas, Inc.	98
The Eastwood Company.....	55
Edelbrock Corp.....	71
E. Enterprises.....	109
Eibach Springs.....	107
Fairway Sport & Performance.....	78
Federal Mogul Performance.....	74
Fel-Pro, Inc.	78
Florida Mustang, Inc.	107
Flowmaster, Inc.	36
Ford "Cars" Division.....	56a-h
Inglese Induction Systems.....	109
Jasper Engines & Transmissions.....	104
J. Bittle Performance, Inc.	13
Jim Osborn Reproductions, Inc.	107
K&N.....	13
Ken's Falcon Parts.....	108
Kenne Bell.....	105
Larry's Thunderbird & Mustang Parts.....	77
Maier Racing Enterprises.....	16
Manley Performance Engineering.....	101
Master Power.....	106
Mostly Mustangs, Inc.	108
MPG Head Service.....	106
Mustang Club of America.....	109
Mustangs & More.....	108
Mustangs Plus, Inc.	28-29
Mustangs Unlimited.....	67
National Muscle Car Association.....	63
National Parts Depot.....	53
Neon For Less.....	109
Northwest Classic Falcons, Inc.	107
O'Meara Ford Center.....	109
The Paddock, Inc.	43
Paul's Super T's.....	76
Paxton Superchargers.....	93
Performance Automotive Warehouse.....	38-39
Performance Distributors.....	107
Performance Fuel Systems, Inc.	109
Performance Suspension Technology.....	Cover 4
Perogie Enterprises.....	107
Pertronix, Inc.	51
Phoenix Graphix.....	108
Powerhouse.....	95
Racer Walsh Co.	51
Racing Head Service, Inc.	27
Richmond Gear.....	7
Rod and Classic Updates.....	108
Sacramento Mustang.....	58
Saleen Performance Parts.....	94
Schroth Restraint Systems Corp.	54
Specialty Wheels Ltd.	60
Stage 8 Locking Safety Bolts.....	74
Stainless Steel Brakes Corp.	47
Steeda Autosports.....	34
Summit Racing Equipment.....	Cover 2-3
Texas Mustang Parts.....	15
TMC Motorsports.....	105
Tony D. Branda.....	5
U. S. Radiator.....	50
Unlimited Performance Products.....	108
Virginia Classic Mustang, Inc.	37
The Wax Shop.....	6

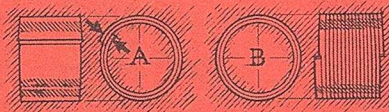
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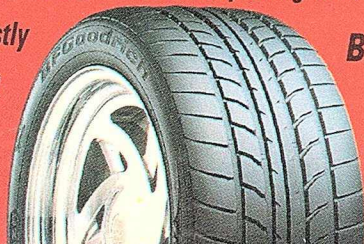


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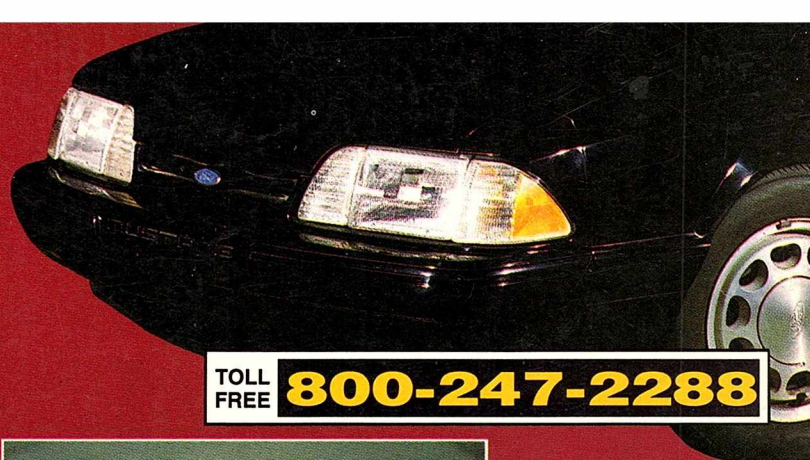
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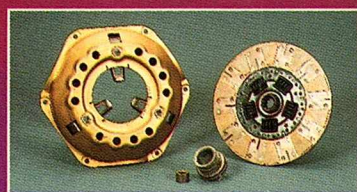
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